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The Daily Press.

HONGKONG, July 23rd, 1900

The speech of Sir THOMAS SUTHERLAND, M.P., as Chairman at the half-yearly meeting of the Peninsular and Oriental Steam Navigation Co., at the London office of the Company, on the 15th June, if not altogether satisfactory reading was at least interesting. Sir Thomas understands the art, when the occasion permits of it, of presenting the affairs of the company in the best possible aspect and in the most brilliant hues. He is a worthy chairman of a great shipping Company. His speeches on the affairs of the P. & O. S. N. Co. are always well worthy of respect and attention and invariably call forth remarks from a well-informed commercial Press. But although as Chairman of the P. & O. S. N. Co. he was able to declare the usual dividends to the shareholders, he was not able to present a very glowing report of the affairs of the Company. It may be that we, resident in the East, more closely brought into association with foreign competition to this great shipping company, are inclined to be rather more critical than the residents or the Press at Home. Whether this be so or not, we are not struck with Sir THOMAS SUTHERLAND's speech; discerning as we think certain weakness therein, implying a want of forethought in some affairs of the Company on the part of the directors. Our criticism of Sir THOMAS's remarks are confined solely to the position of the Company in China and refer in no case to the affairs of the Company in other parts of the world to which our experience does not apply. In speaking of the passenger trade the Chairman said that he was sorry to state that the passenger receipts had undergone a certain decline, not a large amount so far, but it was anticipated that the decline would be continuous throughout the remainder of the

financial year, and it was caused as the board believed by the great bouleversement which had attended the South African War. So people had remained in England who otherwise would have travelled about; so many people had, on the other hand, gone to the Cape, who otherwise would have found their way to Egypt or to India, and moreover the leave of the whole Military establishment of India, being for a time completely stopped had necessarily had a considerable effect upon this branch of revenue. This may be all very well as far as it goes and doubtless did and does affect the passenger receipts of the P. & O. S. N. Co. But what about the passenger trade with China? Has the P. & O. S. N. Co. made the most of its opportunities here? It is a notorious fact that the Norddeutscher Lloyd has almost monopolized the passenger trade from Europe to China and Japan to the detriment of the P. & O. S. N. Co., and well the rival shipping company deserves its success. The accommodation afforded by the Norddeutscher Lloyd steamers is both in the first and second class saloons is of the very best, while the service, courtesy, and attention are all that can be desired. The Norddeutscher Lloyd has made a speciality of the passenger trade to China and with a fortnightly service runs from Europe to Japan without a break on the journey. A decade ago the passenger trade to and from Europe was almost a monopoly of the P. & O. S. N. Co. It has now taken the second place in this respect, more passengers preferring to travel with the Norddeutscher Lloyd, where they obtain every comfort in steamers fitted with the latest scientific improvements. To assert itself in the premier position for the passenger trade the P. & O. S. N. Co. will find it necessary to run a through service to China and Japan with fast steamers, fitted as the Norddeutscher Lloyd steamers are with the latest scientific improvements. Sir THOMAS SUTHERLAND complains in his speech of not being able to obtain homeward cargoes from China ports to the extent that the P. & O. S. N. Co. require. Such a remark may be appropriate when applied to mail steamers, which must run at stated times with the mails. But can Sir THOMAS explain the reason why the Hamburg-American line of steamers, which as a general class of steamers may be compared with the P. & O. S. N. Co. intermediate and cargo steamers, can usually obtain full or fair cargoes of bamboo, cane, cassia, tea, camphor, matting, raw silk, feathers and chinaware in the China ports, when the P. & O. S. N. Co.'s steamers do not? It has been asserted that the want of a technical and scientific education, such as is obtained readily and universally in German schools, is the cause of the want of appreciation of many of China's raw products on the part of British shippers. It may be so. If such is the case we can then scarcely blame Sir THOMAS SUTHERLAND and the directors of the P. & O. S. N. Co. for a lack of technical and scientific knowledge on the part of the British race, for which the British Government is alone responsible.

In speaking of the shipbuilding operations of the company Sir THOMAS mentioned that the four new steamers now contracted for—the *Syria*, *Soudan*, *Sonali* and *Sicilia*—were not exactly mail steamers and were intended more particularly for the Calcutta and China intermediate trade. These steamers will each be 6,600 tons registered with an effective horse-power of 4,500. Very handsome and commodious ships, but a distinct falling off as far as horse-power is concerned from many ships in the same company of much lighter tonnage. It may be presumed, however, that the directors of the P. & O. S. N. Co. in this respect know their own business best and need no criticism from the outside public. Yet the fact remains that the P. & O. S. N. Co. have no mail steamers or otherwise in the whole of their fleet to compare with the *König Albert*, 10,643 tons registered and 9,000 horse-power, and while the tendency of the Norddeutscher Lloyd is to put on larger and more powerful steamers on the China Mail Service there seems to be no corresponding effort on the part of the P. & O. S. N. Co.

To have expended £8,500,000 on shipbuilding in less than 20 years is a great achievement on the part of the company and is worthy of congratulations, but when Sir THOMAS says that for the four above mentioned steamers the company on the contracts has had to pay fully 40 per cent. more than they would have had to pay three years ago, seems rather to indicate that the directors have been asleep and not open to make the most of the signs of the times.

It is a well known axiom in shipbuilding that companies should build when trade is dull and the shipbuilding yards empty. Such a condition prevailed in England prior to 1896, when England undertook her great naval programme and let out contracts for some of her battleships and cruisers to private yards. Previously shipbuilding was dull in England, and the P. & O. S. N. Co. should then have made the most of their opportunity, and doubtless much of the excess 40 per cent. might have been saved to the company by the directors.

The conditions of trade in China are not now for the British shipper what they used to be. Fifteen years ago he was almost without a rival and well might claim a monopoly. Times have changed. The German, the American and the Japanese are now in the field and all are now taking an active share in the commerce to be obtained in China. New lines of steamers and new routes have been opened. Faster steamers and better passenger-accommodation now prevail. As a rule passengers are not very patriotic where their own personal comfort is concerned and the Company which caters most for their pleasure and well-being is bound to obtain the trade. The P. & O. S. N. Co. has had a great past and we hope a greater future is still before it. The trade of China is well worth every effort. The P. & O. S. N. Co. has rested too long on its oars and allowed its rivals to glide on, and now with the great shipping companies around it in the China trade it is necessary that it should make every exertion to sustain its premier and pre-eminent position.

At the Magistracy on Saturday a gannet in the Asiatic Artillery charged a Chinaman with assault. He said he was doing sentry duty at the barracks yesterday when he had occasion to "move on" a crowd of Chinese who had gathered to watch the buglers' practice. One of the Chinese threw a stone at him. His Worship admonished the defendant and sentenced him to two months' hard labour.

H.M.S. *Goliath*, which arrived in the harbour on Saturday afternoon, was completed this year at Chatham. Her principal figures are:—Displacement, 12,950 tons; length, 13,500 (Belle-ville boilers); armour, side 6 in., bulk-head 12 in., and gun-position 12.5 in. (Harvey steel), deck-plating 3 in.; guns, four 12 in., twelve 6 in. Q.F., eighteen smaller quick-firers, two light guns; torpedo tubes 5 (4 submerged); speed 18.25 knots, complement 700.

A comparative statement of the Stamp Revenue of Hongkong for the First Half Year 1899 and 1900 shows a total increase for the six months of \$80,844.43, the chief items manifesting an improvement from last year being:—Conveyance or Assignment, \$20,133.10; Probate, or Letters of Administration, \$18,479.91; Adhesive Stamps, \$6,398.35; Bank Note Duty \$5,582.86. There is no noticeable decrease, the largest being Bills of Lading, \$450.32, and Broker's Notes \$33.50.

A fire broke out at about four o'clock on Saturday morning at 274, Queen's Road Central. The building is a four-storied one used as a tobacco manufactory. The fire broke out in the drying room behind the first floor and quickly spread to the floors above, which were soon gutted. Deputy Superintendent Mackie with his men, however, succeeded in preventing any of the adjoining buildings from becoming ignited. The loss is recovered by insurance in the Norwich Union Insurance Company.

The report of the Inspecting Medical Officer on the Tung Wah Hospital for the second quarter of 1900 shows that 154 patients remained on 1st April, 905 were admitted in April, May, and June, 537 were discharged, 337 died, 135 remained on 1st July. The 905 admissions compare with 655 for the second quarter of 1897, 700 of 1898, and 812 for 1900. Of the admissions, 329 were under European treatment, 551 under Chinese. Free burial was provided for 501 persons. 53 vaccinations were performed.

Mr. Hazeland sentenced two Japanese to one month's hard labour on Saturday for assaulting a Chinese boatman. The latter said he was opposite Blue Buildings when the defendants came up. They got into his boat, and at once commenced to assault him, striking him on the jaw and neck. He called out for the police and the defendants were captured. His Worship characterised the assault as cowardly and unwarranted, and said that the defendants must be shown that they could not assault Chinese boatmen with impunity.

The Death Returns for the month ended 30th June show that, in the European and Foreign Community there were 24 deaths in the Civil population (5 from pest affections, 1 from plague) and 3 in the Army; in the Chinese community there were 635 deaths (303 from plague, 86 from chest affections, and 86 from infantile convulsions). No. 2 District supplied 137 of the Chinese deaths (30 from plague), while the greatest number of plague cases for the month were in No. 9 District, 115—45. The death rates per 1,000 per annum in the principal divisions of the population were:—British and Foreign Community, 19.1; Chinese Community, Victoria, 33.8; Harbour, 28.5; Chinese, whole Colony, 31.0; Boat 23.6; Land and Boat 30.7; whole Colony exclusive of Army and Navy, 30.7.

A Chinaman was on Saturday charged with being in unlawful possession of four Mauser rifles and 200 rounds of ammunition. Sergeant Burchall said that at 4 p.m. on Friday he saw a small boat going in the direction of Yau Ma Tei followed and on making a searching found the rifles, etc., concealed in the boat. The defendant was a passenger, and was going towards a junk which was in the harbour. His Worship said he was satisfied that these arms and ammunition were intended for some armed attack. It was absolutely necessary to put down this sort of thing, and the defendant would be fined \$250, or three months' imprisonment, and a Chinaman who was caught carrying a bag containing 700 rounds of revolver ammunition.

During the 24 hours ending at noon on Saturday there were reported five fresh cases of plague and three deaths.

The addition to the Register of qualified Medical and Surgical Practitioners in the Colony of Mr. Robert Gibson is notified in the *Gazette*.

The Chinese, who left Shanghai for Ningpo continue to return in large numbers, no less than 530 arriving from Ningpo in a single boat on the 16th instant.

The twelfth Republican National Convention at Philadelphia on the 21st ult. unanimously nominated Messrs. McKinley and Roosevelt for President and Vice-President respectively.

H.M.S. *Argonaut* has passed through the Suez Canal and should be out here in about three weeks' time. The transport *Antillian* left the Cape on Saturday with a battery of field artillery for China.

In our advertisement columns will be seen the official notification of the appointment by H. E. Lni Kung-yi, Superintendent of Southern Trade, of Mr. F. E. Taylor to officiate as Inspector-General of Customs.

The crew of the launch *Cheong Yuen* were charged at the Magistracy on Saturday with feloniously receiving stolen property well knowing it to have been stolen. They were remanded, but granted bail, which was fixed at \$2,000 each.

On the 16th inst. M. Doumer, the Governor-General of French Indo-China, opened the section of the railway between Langson and Porte de Chine. General Su had a long conference with the French Governor and the affair passed off most cordially.

There is a certain amount of discussion in the Franco-Chinese papers as to the value of the few Tonkinese tirailleurs who have just been sent north. Our contemporary *L'Avenir de Tientsin* thinks the present a favourable opportunity for testing these troops.

The U.S.S. *Princeton* was due to leave Swatow on the 20th or 21st inst. for Amoy. She found Swatow very quiet and with no evidences of any disturbance. From Amoy she will proceed to Shanghai, but the duration of her stay at Amoy is not known. It will probably depend on the state of affairs there.

The *N.-C. Daily News* says that, among the numerous victims of bad luck at Tientsin is Mr. Warren, of Circus fame; he has lost all his horses and most of his gear and has not given one single performance. Curiously enough this is the fourth time in his nomadic life he has been shelved in revolutions of war; twice in Brazil, once in Manila.

Our Shanghai morning contemporary says, in its issue of the 18th inst.—"It is very certain that H. E. Li Hung-chang is not wanted in the North and it will be much better for himself and everybody else if he stays in Canton. When he gets to Tientsin it is to be hoped that he will be asked who appointed him for the only Government the Foreign Powers now recognise in the Yangtze Viceroys."

Yesterday and Saturday the Chinese community of Hongkong celebrated the thirtieth birthday of the Emperor Kwang Hsu by a liberal display of lanterns and Chinese flags and by letting off crackers. It was noticeable that the anniversary was much more generally observed than usual, and it would be interesting to learn the reason. In the Chinese portion of the town there was a regular fusillade all the afternoon, and in the Praya there was a great display.

At the Magistracy on Saturday five men were charged with cutting and wounding. It appears that the previous day some Tung Kun men were engaged in carrying firewood from a boat to a godown in Sai Wo Lane. Their way led through a passage where some 20 men belonging to the San Wai men were packing sugar. As the San Wai men obstructed the whole passage the Tung Kun men remonstrated and asked them to get on one side. A quarrel ensued. From words they came to blows. The sugar packers were using hooked chopsticks and one of them struck a Tung Kun man and inflicted a deep gash under the right ear. The whole lot then cleared away. Five of the men were arrested by Inspector Baker and his constables on Saturday morning. The man who used the chopstick was sentenced to four months' hard labour and the other four to a month.

Mr. Hazeland had before him on Saturday two Chinamen charged with stealing a quantity of india-rubber and some brass from the Naval Yard. The Indian Sergeant-Major said that at 4.30 p.m. on Friday he saw the defendants carrying a box out of the gates of the Naval Yard. He brought them back and searched the box in the presence of Inspector McEwen. He found that it had a false bottom and that the rubber and brass were concealed beneath it. The first defendant was a foreman in the yard and the second a coolie. His Worship: Are the men allowed to have a box in the Naval Yard?—Inspector McEwen said the carpenters had to find their own tools and they had boxes to keep them in. The first defendant was served out with a sheet of india-rubber valued at £12 on Friday morning and he had destroyed it by cutting this off. The second defendant, who said he did not know anything about the matter, the other man having asked him to carry the box, was discharged with a caution. His Worship said there had been too many cases of theft at the Naval Yard recently. It was necessary that they should be put down, and the first defendant must go to gaol for six months with hard labour.

TELEGRAMS.

"DAILY PRESS" SERVICE.

THE CRISIS IN CHINA.

[FROM OUR CORRESPONDENT.]

SHANGHAI, 21st July, 7 a.m.

NEWCHWANG QUIET, BUT REFUGEES LEAVING.
Newchwang is still quiet, but all the ladies have left, and the Japanese firms have evacuated their premises.

AFFAIRS AT CHUNGKING.
Chungking still remains quiet, and the officials are very active. It is believed that the standstill is owing to the fears entertained of disorderly soldiery passing northward.

THE RIVER PORTS.
The women and children have been advised to leave the river ports.

TRANSPORTS AT TAKU.
The *Nerbudda* and *Palumcolta* arrived at Taku on the 16th instant.

LONDON, 20th July, 9.15 p.m.

CYPRUS DESPATCH FROM U.S. MINISTER AT PEKING REACHES WASHINGTON.

Minister Hay has received Mr. Conger's cypher reply to a telegram despatched from Washington on the 11th instant. It is to the effect that quick relief only can prevent a general massacre in Peking.

CHINESE TELEGRAM DECLARES MINISTERS SAFE ON THE 15TH.

Our Canton correspondent reports the receipt of a telegram from Shantung by the Chinese authorities at Canton to the effect that up to the 15th instant all the foreign Ministers in Peking were safe.

THE WAR IN SOUTH AFRICA.

LONDON, 20th July, 9.15 p.m.

LORD METHUEN'S MOVEMENTS.

Lord Methuen has occupied Lealpoort.

REUTERS SERVICE.

LONDON, 19th July.

THE WAR IN SOUTH AFRICA.

Lord Roberts reports from Pretoria that on the 16th inst. the enemy made a determined attack on his left under General Polo-Carve, but were repulsed by the Irish Fusiliers and the Colonials. The enemy lost 60, and the British lost seven killed and 29 wounded, 28 missing. General Hamilton has advanced to Komans-Kraal unopposed. Fifteen hundred Boers who managed to break through Generals Hunter and Rindles' cordons, between Botlokham and Ficksburg are proceeding to Lindley.

The first batch of Boer prisoners have started for Colombo.

LONDON, 19th July.

THE CRISIS IN CHINA.

There is serious alarm in St. Petersburg concerning the safety of the engineers and troops in Siberia who are mostly concentrated at Charkin and Blagoveshensk. Both places are almost invested and the situation is critical.

THE WAR IN SOUTH AFRICA.

The Transvaal Official Woolmunins has been arrested at Hatherley a quantity of arms and 6,000 bars of gold were found concealed in the house.

The 1,500 Free States who broke through the cordon by forced marches, reached Lindley on the 22nd instant. General Broadwood's and Hutton's cavalry were not pursued.

LONDON, 19th July.

THE CRISIS IN CHINA.

It is stated that the Powers have agreed to contribute 40,000 men each for China.

A circular from M. Delcassé suggests an agreement among the Powers to prevent the export of arms to China.

THE PEKING MASSACRE.

A solemn requiem service will be held at St. Paul's Cathedral on the 23rd inst. for those massacred at Peking.

LONDON, 20th July.

THE CHINA CRISIS.

Russia has declared the frontier portions of the Amur district to be in a state of war and is taking large military measures.

THE CRISIS IN CHINA.

MORE TRANSPORTS ARRIVE AND DEPART.

Two more transports—the *Warona* and the *Itawa*—arrived on Saturday morning, and resumed their voyage north in the afternoon. The *Warona* has on board a wing of the 1st Sikh and section A of 25th British Field Hospital, and the *Itawa* a detachment of the 1st Bengal Lancers and Section A 47th Native Field Hospital.

The *Balkarat* arrived yesterday at 11.30 a.m. with the 3rd Madras Light Infantry from Secunderabad and the 66th Field Hospital which is going to be stationed at Hongkong. The troops were landed at Kowloon at 12.30.

The *Natalia*, which is due here on August 2nd, left Calcutta on Saturday with Ordnance Field Park and D. section 39 Native Field Hospital.

SHANGHAI INTELLIGENCE.

ITEMS FROM THE "N.-C. DAILY NEWS."

H.E. SHENG'S FORESIGHT.

Some astonishment has been expressed at the report that has been current that H.E. Sheng, Director of Railways, etc., etc., has been endeavouring to effect insurance on his property in Shanghai. It has been pointed out to him by one of the leading Consuls-General that if he knew trouble was imminent, he should inform the Consuls at once so that they might adopt the necessary measures to avert it, whereas his reported action rather tended to foment trouble. Mr. Sheng's reply was that he was closing his cotton mills on the Point Road, and that he feared the operations might make some trouble, and this was what he was trying to provide for, not that he had any apprehension of general trouble at Shanghai.

SHANGHAI VOLUNTEERS.

The Senior Consul, Senhor Valdez, has made or is making arrangements with a local firm for arming the Portuguese Volunteers Company, with Winchester carbines, of .44 calibre. These are handy and reliable weapons, as many white men have found in Africa and the South Sea. The main thing is to ensure a full supply of ammunition for the weapons.

The Belgian and Dutch residents are forming a volunteer company to help in the defence of the Settlement.

THE INUNDATION IN THE NORTH.

Recent despatches received from the North by local mandarin report that, in addition to the incalculable mischief done by Prince Tuan and General Tung Fuh-shiang, in damming up the Grand Canal, thereby flooding the plains between Peking and Tientsin with the object of stopping the march of the Foreign troops into Peking, these two notorious Boer chiefs have also issued orders to cut the important dykes of the Yungting river for the same purpose, thereby increasing the area of inundation. The conservation of the Yangtze and the upkeep of the dykes cost the Peking government over a million taels per annum, but this act of vandalism and wholesale destruction is only one of the great aggressions already done by Tuan and Tung, not only against foreigners but also against their own countrymen in and around Peking.

HUPEN, HUNAN AND CHEKIANG.

The Director of the China Inland Mission at Shanghai has received the following telegram from the Chinese authorities at Hupen:—*Hupen has been destroyed by the Japanese. The Chinese have been driven out of the place. The Japanese have taken possession of the place. The Chinese have been driven out of the place. The Japanese have taken possession of the place.*

Twenty members of the Canadian Presbyterian Mission robbed everything last Sunday (July 23rd), 10 miles east of Nanyangku (Hunan).

The Canadians referred to are from North of the Yellow River, where they were prevented from reaching Eastward to Shanghai, as before explained in these columns. There are only 15 adult Canadians, the others must be the engineers.

On the 16th inst. Senior consul J. M. T. Valdez at Shanghai received the following message from H. E. Sheng:—

Troubles are spreading in Chekiang Province, many houses of the Chinese Christians being destroyed. The Governor Lan has sent there five battalions of troops to restore order. The British have also begun at Wenzhou, and Shanghai has sent to Governor Lan to send troops there to maintain the peace.

NAVAL SALAMITY.

One of the junior officers very much in evidence during the last fortnight, says a writer in the *N.-C. Daily News*, is Lt. Keyes, of H.M.S. *Renard* (t.b.d.). The steamer ship, the *Whiting*, was unlucky enough to get a shot in one of her boilers during the operations against the Taku forts, and has had to go off to Nagasaki for repairs, as the *Renard* has had to do the work of two. Mr. Keyes' first feat was the capture of the four Chinese torpedo-boat destroyers, up at the Taku dock; this he did single-handed, by which, I mean, by the sole resource of his own ship. He managed it by surprise, and by a boarding party, much in the old cutting-out style of the Napoleonic wars. No loss of life.

He had previously made friends with the Taku pilots and had learned quickly from them the various tricks of the fairway and the little mysteries of the Bars. The result was that he was waited for by a pilot, but came skimming over the Barret all times when it was possible. After the forts were taken he brought a squad of 250 men ashore, until the British complement was finished, after which he gave the Russians some friendly help in the same way.

His last feat has been the opening up and pushing forward of river communication. The capture and blowing up of the old fort at Hanching by dynamite has already been referred to—the charge was so huge that it nearly blew the blowers off the planet—but since then he has advanced matters so much that there is now transit from Taku to Chinglingping, 14 miles from Tientsin, and 5 miles inside of railroad.

In the attack on the forts the cool courage of Commander Cradock, of the *Albatross*, who led, or was one of the leaders of the British landing party was very noticeable. While the men were scurrying along under shell, he coolly tramped along the top of the embankment—a prominent cook-shy for every gunner and marksman in the fort. He and a little Jap scrambled up the scarp together, and the two gallant rivals simultaneously hoisted their colours, but as luck would have it the Jap's was first, the British flag was over-shadowed.

On the 16th inst. the *Itawa*, of the *Itawa*, has started to Admiral Bruce that he would deem it an honour to fight along with him, and go anywhere with the British—an overt, but not unbecoming compliment to Captain Stewart and his smart crew of *Albatross*. The officers of the French flag-ship *D'Entrecasteaux* also sent a very eulogistic letter to the gallant little ship, referring in handsome terms to the way in which she was landed.

When she steamed down stream to get to closer range of the forts the men, chiefly *Barbicans*, were packed on her decks like sardines; if a shell had dropped in the execution would have been ghastly. It was feared at one time by shore critics that the *Algerine* was too fresh, with the lowness of the water below the river bank, would render her unmanageable in attack; the *Algerine* was all higher up. Both ships made really good practice, but the heavy German gun for the worse knocking about from this excess of top-lamper. She was infinitely a better target than the other vessels for the Chinese runners. Let me add that it is only difficulty of language which precludes giving little odds-and-ends, about the Russian vessels. All the vessels fought well, and the rivalry was generous throughout.

NINGPO.

The troubles at Ningpo appear to have been overstated, partly owing to the careless working of a telegram from there to Shanghai. With regard to the reported invasion of the place by Taichow men in quest of the heads of the French Bishop and the prefect, it appears that the authorities got hold of nine of the malcontents. Five of their number were strangled in the cage-cannoe; and others were glad to make their escape.

COREA.

A correspondent writes to the *N. C. Daily News* from Seoul on the 23rd inst.—No doubt seems to exist in the average native mind as to the outcome. The "Righteous Fist" of the yellow man will certainly triumph over the "Mailed Fist" of the white man, and the end will be that the Far East can turn over and go to sleep again for a few centuries. Do not think, however, that the average Korean sympathies are with the Chinese, and that he would lend him a helping hand if he could. Not much! When it comes to doing anything in the matter he is supremely and unmitigatedly neutral. The Korean Government has done one very significant and creditable act in connection with this trouble. When the seriousness of the uprising became apparent, the Emperor recalled in the foreign representatives to an audience, and inquired if there was anything that Korea could do in the present difficulties. This showed that Korea, as far as the government was concerned, decided to cast in her lot with white man and civilization. Prof. Martel, of the Government French School, was sent to China to keep the Government informed as to the course of events there, all of which shows that Korea wishes to be in good company. The only element of danger is the Emperor's pet tiger-cat which he is raising for his future sorrow, i.e. the pedlar's guild. They are composed of the very worst elements in the country and might, on very slight provocation, arm themselves with weapons of ignorance and prejudice and, imagining themselves invincible, like the Boxers, try to run amok among foreigners. We hear that Japan is to send 10,000 troops here, 5,000 of whom will go to the Yalu and guard the border against any interruption of the Boxers down into the peninsula. The other 5,000 are to be stationed at Chemulpo, and will be handy in case the dealers show any disposition to double up a righteous fist.

HONGKONG JOCKEY CLUB.

A meeting of members interested in obtaining subscription griffin for the next Hongkong Races was held at the Hongkong Hotel on Saturday last at noon.

The Hon. R. M. Gray presided and there were also present Messrs. Lewis, McKie, Moxon, Brown, Messers. Kelly, Wicks, etc., and Mr. H. H. H. Clerk of the Course.

The first business of the meeting, that they had been called together to consider what steps should be taken to secure a supply of subscription griffin for our next Races. The Clerk of the Course had been in communication with the Shanghai Jockey Club, who had informed him that they could hold out no hopes of being able to fill the order this year. An offer to supply Antipalpa ponies having been made it would rest with the subscribers to say whether the deficiency should be made up from that source.

After considerable discussion it was decided to import Antipalpas, which had been offered at \$250 each, backed here with following stipulations, viz.:

"All ponies to be broken to saddle, to 6 years old, minimum height 13 hands 2 inches, maximum 14 hands 2 inches, none but geldings to be sent, on which understanding the following resolution was proposed by the Chairman—

"That this meeting authorizes the Clerk of the Course to start a list of subscribers to the subscription griffin circular and to open negotiations with Mr. Bell re supply of Antipalpa ponies as subscription griffin for our next Races meeting."

This was seconded by Mr. J. H. Lewis and carried unanimously.

We have since been informed that 25 have already been subscribed for.

From our advertisement columns members will gather that the list will be open until Saturday next, 28th instant.

INDIAN FAMINE RELIEF FUND.

The Honorary Treasurer (Mr. R. T. Wright) begs to acknowledge with thanks receipt of the following contributions to the above Fund.

Further subscriptions will be thankfully received.

Already Acknowledged ... \$36,702.17

R. M. S. *Empress of India* ... 333.00

Entertainments in Club East-tano ... 324.43

Concert in Shamen by the Portuguese Residents ... 304.50

Chairman Scott's Lecture in the City Hall ... 152.05

Concert on R. M. S. *Empress of China* ... 114.12

J. P. Laird ... 15.00

W. E. Hipwell ... 10.00

Wm. Paton, Swaton ... 10.00

Subscribed at Tamsui and Twatua—

R. de B. Lyard ... 52.63

Isabel Lyard ... 52.62

F. Ashton ... 50.00

F. B. Marshall ... 50.00

F. S. ... 50.00

T. Harrington ... 51.58

Geo. S. Beebe ... 50.00

C. H. Best ... 20.00

A. F. Gardiner ... 20.00

H. P. White ... 20.00

"A Fine" ... 20.00

A. N. Wilkinson ... 20.00

J. M. Tait ... 10.60

H. Bathurst ... 6.32

\$38,639.47

A further remittance of Rs. 6,000 has been forwarded to India, making Rs. 56,000 remitted to date.

CANTON.

[FROM OUR CORRESPONDENT.]

Canton, 21st July.

THE DEPARTURE OF LI HUNG-CHANG.

On the afternoon of the 16th ult. H.E. the Viceroy Li Hung-chang, deputized the prefect She of Kwangchow and two commanders of the army to send the Seal of the Viceroyalty, together with an Imperial edict and other official documents, in a procession preceded by a number of soldiers and runners carrying flags and beating gongs, to the yamen of the provincial Governor Tak, appointing him Acting Viceroy of the provinces of Kwangtung and Kwangsi.

On the morning of the 17th, shortly after nine a.m., the Committee of the Kwong Chai Hospital, of Shingching, Shutsin and other hospitals, together with the principal merchants and gentry of Canton, carrying with them lighted lanterns, painted with large characters "Respectfully we detain your Excellency," went to call on the Viceroy in his yamen. They were ushered into the reception room and seated. His Excellency addressed them, saying that as he was summoned to proceed North on a mission of peace he dared not for a moment disobey the Imperial order. As soon as he had arranged all matters he would return to the South to take up his post; meantime he sincerely wished that in his absence the merchants and people here would do their duties as good subjects, and pursue their respective callings peacefully. On departing they bade him *bon voyage*.

Between 10 and 11 a.m. His Excellency and suite arrived at the Government wharf, where a number of mandarins, civil and military, and the soldiers of all the regiments standing in line, were there to receive him. He went into the Yat Kan pavilion where he was entertained with tea and cakes, and after the exchange of a few complimentary words he rose and bade them goodbye, and was carried on board the *Anging*; his confidential attendants Lao Hok-shun and Wong Chiu-shien also went with him to the North.

Canton is quiet, and business is going on the same as usual, there being no sign of any trouble. The Chinese authorities have repeatedly promised and guaranteed the safety of the foreign residents of Shamen and they also say that the soldiery is reliable.

THE IMPORT OF ARMS.

By order of the late Viceroy Li Hung-chang a large quantity of arms and ammunitions were shipped by the gunboat *Kuanyang* the other day from Hongkong to Canton, and stored in the ammunition department.

Being short of arms and ammunitions for frontier defence the governor Ting, of Yunnan province, wired to the Viceroy here for a supply of arms; so His Excellency sent by the *Magenta* 400 Lee Metford quick-firing rifles, and 200,000 cartridges, 1,400 Mauser rifles and 240,000 cartridges.

PRECAUTIONS AND REMOVALS.

Pok Chai Hospital (known by the name of Dr. Kier's hospital), established by the American Mission, has been doing a great deal of good for the natives; consequently by order of the late Viceroy a guard post is being opposite it, and many houses are placed behind for its protection.

In consequence of the wild rumors lately spread by the rogues, vagabonds, and opium smokers in Canton and elsewhere, the rich as well as the middle classes have taken their valuables such as jade stone ornaments, jewels, diamonds, curios, and valuable silk clothing into the pawnshops and pawned them at cheap rates for safe keeping, that they might have money to be sent to Hongkong or elsewhere. The Magistrate of Yeongchow has issued a notification to pacify the people and exhort them to be quiet and not be beguiled by any revilers, or let the pawnbrokers take advantage of them.

It is said that many rich people have gone to Hongkong or Macao to invest their money in house property.

A FAMINE IN LINCHOW.

In the department of Linchow, in Kwangtung, there is a famine owing to the scarcity of rice, caused by the flood overflowing the river banks, followed by a great destruction of crops. The natives were reduced to eating grass, roots, and barks of trees, and the robbers of the adjacent villages took the opportunity of falling upon them, and carried away their women and children to sell. The elders of the department came to Canton, and presented a petition to the Viceroy, asking for succor.

ANTI-MARRIAGE SISTERHOODS.

There is a peculiar custom in the villages of Tai Leong and Shun Tak (Kwangtung) which may be well characterized as misanthropical, and is highly deprecated even among the natives. Nearly all the girls there have a habit of swearing sisterhood to each other and taking vows of celibacy, looking upon their future husbands as enemies. On the third morning of the wedding, which is generally contracted by their parents, they go home, and refuse to return to their husbands again. Some of them will rather pay money to their husbands to buy concubines, and others who are poor and cannot afford to do so prepare to die together, by poison, by throwing themselves into the river, by cutting their throats, or by hanging themselves, so as to be free from the thraldom of their lords. About the middle of this month in the village of Shun Tak a certain Mr. Wong felt restless and could not sleep at night, as if some evil omen had taken possession of his mind, so he got up and, in the small hours of the morning, there being bright moonlight, went out for a stroll to give vent to his pent-up feeling. On reaching the bank of the river he saw to his surprise a group of six girls crying and holding each other's hands. The girls on seeing him embraced and threw themselves into the river. He ran and tried to catch them, but it was too late. He raised a hue and cry and yelled out "Save life." The neighbors were started from slumber, and running out from their houses used every possible means to rescue these foolish and infatuated creatures from their watery grave, and carried them home in a half-dead state.

HONGKONG LEGISLATIVE COUNCIL.

A meeting of the Legislative Council will be held to-day (Monday), 23rd July, at 3 p.m. BUSINESS.

1.—Financial minutes. (Nos. 37 and 38.)

2.—Report of the Finance Committee. (No. 13.)

ORDERS OF THE DAY.

1.—First reading of a Bill entitled an Ordinance to further amend the Kowloon Government Tramways Ordinance, 1897.

2.—Second reading of the Bill entitled an Ordinance to amend the Liquor Licenses Ordinance, 1898, and to repeal the Liquor Licenses Amendment Ordinance, 1899.

3.—Third reading of the Bill entitled an Ordinance to amend the Liquor Licenses Ordinance, 1898, and to repeal the Liquor Licenses Amendment Ordinance, 1899.

4.—Third reading of the Bill entitled an Ordinance to authorize the appropriation of a supplementary sum of four hundred and eighty-one thousand three hundred and thirty-five dollars and thirty-five cents, to defray the charges of the year 1899.

R. F. JOHNSTON, Acting Clerk of Councils.

N.B.—A meeting of the Finance Committee will be held immediately after the Council.

THE CAPITAL OF CHINA.

In the *Times* of the 22nd ult. appears the following letter from Mr. A. B. F. Mitford, the well-known author of *Tales of Old Japan*, etc.

TO THE EDITOR OF THE "TIMES."

Sir,—It is to be hoped that in a short time the Western Powers will be dictating terms to the Chinese Government. There will then once more occur the opportunity, missed in 1860 and again at the end of the Tai-ping Rebellion in 1864, of placing the foreign relations with China on a satisfactory foundation. When Lord Elgin and Baron Gros ordered the destruction of Yuen Ming Yuen, the Summer Palace, in 1860, they imagined that they were exacting a signal and exemplary reparation for the atrocities of which the Chinese had been guilty. Never were two statesmen more erroneously deceived. Incredible as it may appear, the news of the event hardly reached Peking, only about 12 miles distant, while as for the rest of China it knew nothing about it, and when the combined armies entered Peking the mandarins had little difficulty in persuading the most glib population in the world that they came as the envoys of vassal countries, bringing tribute to the Son of Heaven. This was the view generally entertained at Peking when I was there in 1885 and 1886.

Peking has always been a hotbed of anti-foreign intrigues and of retrograde action, or inaction, fostered by the Governments who have been the terror-stricken tools of the so-called Dowager-Empress, the concubine of the Emperor Hsien Feng, whose imperious character has ruled in China ever since that Emperor's death.

Whatever good advice has been tendered to the throne has come, as is the case at present, from viceroys and other officials in the south and centre of the Empire men better able to judge of the material strength of the West than the mandarins of Peking, who probably find it difficult to believe that the handful of gentlemen living "unconsciously" in their midst are the representatives of Powers capable of sweeping them off the face of the earth. The worst enemies are privily fostered by them, and their crimes are not only condoned but encouraged when their victims are foreigners.

That Peking is, perhaps, the worst place in all China for the seat of government is not difficult to demonstrate. Some of the reasons for holding that belief are too obvious to need insisting upon. But so long as Peking remains the capital, so long will foreign relations with China be hampered and retarded futile.

If the capital were removed to Nanking, or some other equally accessible city, and the Court and Government compelled to make that town their headquarters, the chief difficulties standing in the way of diplomacy would be removed. The rulers of the country would be brought face to face with facts of which they only know by hearsay, if at all. The retrograde cliques would be broken up, just as the rookeries in London slums are destroyed by new building schemes, never to be brought together again. The provincial viceroys and officials would in a great measure be deprived of powers which they have used to squeeze and bleed the people; many of the secret societies, being deprived of the support of the Court, would perish of inanition, and, above all, the representatives of foreign Powers would no longer be shut up in a trap from which there is hardly a possibility of escape in stress of danger, and to which, during the winter months with a frozen sea and river, there is practically no access.

It is all very well to talk of the removal of the Dowager-Empress—that is no doubt a very desirable object to attain. But it is an end which the years at no distant date must of themselves achieve. The permanent settlement of affairs is another matter, and one which I believe to be impossible so long as Peking remains the seat of the Court and Government. In one shape or another trouble will continue to crop up from time to time, leading sooner or later to disaster, if indeed it has not done so already.

The change proposed would probably not be unwelcome to any of the Powers except perhaps Russia. By many millions of the Chinese it would be hailed with joy. It would be an evidence of strength which could not fail to be recognized throughout the length and breadth of the Empire, and not a mere fixing of squibs like the destruction of Yuen Ming Yuen. It would do more to establish the security of the lives and property of foreigners throughout China than any measure which has yet been attempted, and it would be a death-blow to the arrogance and tyranny of such rulers as T'ai-Hai and her Manchurian creatures.

I very much doubt whether the changes which have taken place in Japan would have been effected with the same rapidity and thoroughness if Kiyoto had remained the capital. A striking parallel might be drawn in many respects between the Kages (nobles of the Mikado's Court) and the old-fashioned mandarins who spoke the whole of government in Peking; and the analogy between the two cases gives any rate food for reflection. With the removal of the capital the old-world prejudices of the Kages have disappeared.

Your obedient servant.

A. B. FREEMAN MITFORD.

It is not necessary at this moment, says the *Times*, to dilate upon Mr. Mitford's suggestive letter, but no one who grasps the logic of events can fail to see that a central government wholly inaccessible, or if rendered accessible in Peking, then wholly subservient to the only Power that can reach it, is an anachronism which modern conditions must abolish or modify in one way or another.

"The Patentees—Macdonell & Cameron, Limited, DESERVE A NATIONAL MEMORIAL for their excellent inventions."—*Dover Chronicle*. THE WATERLOO PEN. THE PICKWICK PEN. THE OWEN PEN. THE HINDOO PEN. 1899-27. Waverley Works, Edinburgh.

THE PERIL OF HONGKONG.

Under the above title Mr. Alexis Krauss contributed an article to the new weekly paper, *The Londoner*. We make some extracts. The list of ships at the end is a very useful one, though, of course, the reinforcement of the China Squadron has changed the state of affairs.

Mr. Krauss says—

The consolidation of British interests in China, Japan, Corea, and Siam, is centred in Hongkong, which little island—it is but nine miles long and four wide—serves as our naval and military base, as well as the seat of our chief political representation in the Far East. To lose Hongkong would be to sacrifice the result of the labors of the past three hundred years. To fail in the repulse of an enemy's descent on that colony would entail the jeopardizing of our existence in China. It follows that Hongkong should be one of the strongest, as it is one of the most important, of our outposts, and that in point alike of armament and defenders, it should be regarded as impregnable. That it is very far from this I am about to show.

The land defenses of Hongkong consist of a series of forts, some on the north side of the island, others on the mainland of Kowloon, opposite. There are no forts on the south shore, which for its entire length can be approached within a few yards by a modern vessel of war. And while one-half of the island is thus entirely without protection, the majority of the forts provided elsewhere are armed with antiquated muzzle-loading cannon, which would prove absolutely useless for the purpose of driving off an enemy, provided with modern weapons. Thus the forts at North Point and Lyseumoon share six 9-inch muzzle-loaders between them. (N.B.—This must not be taken to mean that they have no guns except six 9 in. muzzle-loaders.) Kowloon dock is protected by three of the same ancient weapons, while the west front fort at Kowloon boasts three 10-inch guns of equal precision. Stonecutters Island, immediately opposite the city of Victoria, and therefore a most important spot, was till recently armed with two sixty-four pounders, absolutely useless except as old iron; but these were removed some two years ago to make room for a couple of up-to-date 47 breechloaders. The new guns have, however, not yet arrived, and the fort is therefore absolutely defenceless.

Nor is Hongkong better off in respect to its movable armament. With the exception of a few three-pounder quick-firers, all the artillery consists of muzzle-loaders, of which, according to my latest information, there are six seven-pounders over twenty years old, with an effective range of 1,500 yards, and six 5½ mountain guns. All these guns use black powder, and would be equally useless if put to the test of defending the colony. As things are at present, it would be an easy matter for a hostile vessel to lie off the south shore of Hongkong and destroy the shipping in Aberdeen Docks, while it could also throw explosive shells over the hill into Victoria and Kowloon.

The absence of modern guns at our most important base in the East is not to be condoned. It is absolutely necessary that a first-class naval base should be equipped with means for its own defence, failing which there is nothing to prevent an enemy sailing down and destroying our stores while our fleet is engaged elsewhere. And to argue that the China Squadron is capable of dealing with all contingencies in these waters suggests that that squadron is maintained in greater strength than that of any combination of possible enemies. And that this is not the case I am in a position to demonstrate.

I have been at the pains to obtain direct from China a return showing the actual number and strength of the British, French, and Russian fleets at present in or on the way to the China sea, and it will be seen that not only is the British force inferior to the combined strength of the French and Russians, but the Russian squadron is in itself superior to our own. The ships referred to, with their tonnage, are as follows:—

BRITISH. *Brigade*, 16,500. *Cerberus*, 10,500. *Endymion*, 7,800. *Aurora*, 5,300. *Orlando*, 5,600. *Undaunted*, 4,550. *Bombardier*, 4,900. *Hermes*, 4,200. *Iphigenia*, 3,600. *Terrible*, 14,200. *Wiven*, 4,500. *Tamar*, 2,750. *Rossia*, 12,200. *Rurik*, 10,900. *Naurin*, 10,000. *Sveti Veliky*, 10,000. *Georgy*, 1,400. *Admiral Kozlov*, 6,000. *Hodgson*, 1,330. *Russian*, 1,330. *French*. *Jean Bart*, 4,500. *Desaix*, 4,500. *Forbes*, 3,500. *Delphin*, 3,500. *Rassaut*, 1,250. *Yaroslav*, 6,200. *D'Entrecasteaux*, 8,110. *Russian*. *Zubiloff*, 1,200. *Kortez*, 1,200. *Marschall*, 1,200. *Vladimir Monach*, 6,000. *Admiral Donsky*, 9,000. *Admiral Kozlov*, 6,000. *Petrovich*, 10,000.

The ten effective British vessels in China waters are to-day confronted by fourteen Russian men-of-war and seven French. The combined French and Russian fleet is just one more than double the strength of the British. The tonnage of the Russian vessels alone exceeds ours by 9,180 tons.

Am I, then, playing the part of an alarmist in asking whether the question of the defence of Hongkong is going to be taken in hand, or if it is to be left, like Natal, to be taken from us by the first despoiler who chances that way?

MALARIA AND MOSQUITOES.

Mr. S. Way, of the Park Museum, sent home a very good collection of the *Anopheles*, the genus of mosquito to which the fever-carrying species belong, and the State Surgeon also conducted many experiments to ascertain the different varieties, breeding grounds and habits, the conclusions at which he arrived—

"With all the knowledge gained, one seems, when looking at recent investigations from a practical point of view, to be still far from being in a position to stamp out malaria. Granted that the mosquito is the only or chief carrier of malarial germs in a country like this, where the rainfall is abundant, and collections of surface water are very extensive, it appears to be hopeless to be able to discover and remove the breeding grounds of this insect pest. Experience on other would not favour one yielding to the mosquito the whole share in spreading malaria. We have had instances where there have been outbreaks of fever in localities where people formerly kept healthy, the only change in the surroundings being extensive felling of jungle and disturbance of soil. Before and after this, the usual extensive pools of water, which served as breeding grounds for mosquitoes, remained unchanged."

LATEST STEAMER MOVEMENTS.

The Imperial German Mail steamer *Weimar*, carrying the German Mail with dates from Berlin of the 25th June, left Singapore on Friday, at noon, and may be expected here on or about Wednesday, the 25th inst.

The C. P. R. steamer *Empress of Japan* arrived at Shanghai at 5 p.m. on Friday, the 20th inst., and left again at 3 p.m. on Saturday, the 21st, for Nagasaki, where she was due to arrive at 7 a.m. to-day, 23rd inst.

CHINESE LABOURERS IN THE AMUR REGION.

The great number of Chinese labourers and small merchants arriving in the Amur territory, says a recent U.S. Consular Report, deserves serious attention. The unanimous voice of the people is that the inroads made by the Chinese into Russia will be a matter of danger in the future. Beginning from Irkutsk, there is not a village or a settlement that is free from Chinese men. Everywhere there are small Chinese shops. In Stretinsk there are Chinese and tradesmen begin to appear in great numbers. In Blagoveshensk, Khabarovsk, and Vladivostok, there is only Chinese and Korean labour. In these cities, Chinese merchants compete with even the most solid foreign houses. The Chinamen has the effect of cheapening labour a great deal, and thus giving the settlers no chance to work. At present Chinese cannot compete with Russians in field labour, as they do not know the Russian methods of work; besides, the Chinaman will not work in the field when it rains. The yellow population, male and female, of Vladivostok and Khabarovsk is as follows:—Chinese, 7,737; Japanese, 1,427; Koreans, 980; total, 10,144. Of the settlements: Chinese, 2,196; Japanese, 194; Koreans, 16,450; total, 18,740—making a grand total of 28,204. The numbers of Manchurians at work in the Amur territory in the year 1897 reached 35,118 men; Koreans 1,248.

INTIMATIONS

FOR SALE.

CHAS. HEIDSIECK'S

CHAMPAGNE, 1893 WHITE SEAL

\$38.00 per case of 1 dozen quarts

\$40.00 per case of 2 dozen quarts

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BORDEAUX WINES.

C. G. HIBBEARD AND CO.'S

BOTTLED ALE & STOUT

SIEMSEN & CO.

Hongkong, 5th May, 1899.

W. B. E. W. E. & CO.

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Brassey's Naval Annual, 1900 ... \$10.00

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DESIGNS AND Specifications prepared for any class of Steamships, Launches and light-draught vessels a specialty. Contractors for the supply and erecting of any type of machinery. New work and repairs supervised. New and second hand Launches for Sale. Telegrams, "CELESTE," Hongkong. Telephone, 232.

H. F. CARMICHAEL, B. J. BARLOW.

Hongkong, 1st June, 1899. 1637

QUAN WAH & CO.,

LEADERS IN ITALIAN MARBLE AND GRANITE MONUMENTS.

DESIGNS & PRICES ON APPLICATION at No. 1, Queen's Road East, Hongkong. Hongkong, 17th October, 1899. 1899

AN ACKNOWLEDGMENT.

I and others left Shanghai on the 19th inst., per the s.s. *Puehan*, for Kwangtung on account of the present crisis. As the residents in Shanghai, male and female, had commenced to leave to go to other places for safety, the *Puehan* was crowded with passengers, numbering several hundreds. The weather being extremely hot, we suffered terribly on account of the crowding. Fortunately we, the passengers, were taken good care of by Captain Lunt and the Commanders. Mr. Chan Yuk-man, who made better arrangement and gave us as good accommodation as possible, so that we were made very comfortable without any fear of danger. On the voyage some passengers were seriously attacked by sickness, and some women giving birth to children and some being unable to stand the sickness and the heat, tried to throw themselves into the sea; a case of the latter even occurred when reaching Tiger Pass. When such cases occurred, the Captain and the Commanders tried their best to save and comfort them. All the passengers have now reached home in safety. As the obligation and the kindness we received from these two gentlemen is so great, I, being one of the passengers, therefore beg to publish these few lines on behalf of several of my fellow passengers as an acknowledgment of our gratitude.

MAK HEW SANG and LEUNG YAU KI.

Hongkong, 20th June, 1900. 2027

PUBLIC COMPANIES

THE HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE SIXTY-EIGHTH ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS in the Company will be held at the Office of the Company, No. 18, Bank Road, QUEEN'S ROAD CENTRAL, on TUESDAY, the 7th August, at 12 o'clock Noon, for the purpose of receiving a Report of the Directors, together with a statement of Accounts, declaring a Dividend, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from 25th July to 7th August inclusive.

By Order of the Board of Directors. T. ARNOLD, Secretary.

Hongkong, 17th July, 1900. 1906

THE HONG

NEW ADVERTISEMENTS

NOTIFICATION.

IT is hereby notified that the undersigned has been APPOINTED, by His Excellency LIU KUN-I, Superintendent of Southern Trade, to officiate temporarily as INSPECTOR-GENERAL OF CUSTOMS.

F. E. TAYLOR,
Officiating Inspector-General of Customs,
Shanghai, 18th July, 1900. [2052]

HONGKONG JOCKEY CLUB.

NOTICE.

MEMBERS are informed that it has been decided to IMPORT AUSTRALIAN PONIES & Subscriptions for our next Race Meeting, 1900 \$250 each. The List will CLOSE to the undersigned on SATURDAY NEXT, the 28th instant. By Order.

T. F. HOUGH,
Clark of the Course,
Hongkong, 23rd July, 1900. [2053]

HONGKONG AND CHINA GAS COMPANY, LIMITED.

NOTICE.

THE Company are now EXHIBITING, in the Store of Messrs. KRUSE & Co., a selection of GAS COOKERS, GRILLERS, HEATING STOVES, BATH WATER HEATERS, &c., &c. Inspection invited. Hongkong, 23rd July, 1900. 2051

TO LET.

OFFICE and SHOP in BRANESFIELD ARCADE.
Apply to—
TAM HO,
No. 10, Beaconsfield Arcade,
Hongkong, 23rd July, 1900. [2049]

FOR SALE OR TO LET.

"CRAIGMIN WEST" containing Five Rooms, with Bath-rooms, Out-houses, &c.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO. LD.
Hongkong, 23rd July, 1900. [2050]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.
STEAM TO SHANGHAI.
THE Company's Steamship

"AGLAIJA".
Captain F. Marchese will leave for the above place TO-DAY, the 23rd instant, at 2 P.M.
For Freight or Passage, apply to—
SANDER, WIEBER & CO.,
Agents.
Hongkong, 23rd July, 1900. [2050]

IMPERIAL GERMAN MAIL LINE.
STEAM FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.
THE Imperial German Mail Steamship.

"WEIMAR".
OF THE NORDDEUTSCHER LLOYD.
Captain H. Meyer, due here with the outward German Mail about the 25th instant, will leave for the above place about 24 hours after arrival.

NORDDEUTSCHER LLOYD.
For further Particulars, apply to—
MELCHERS & CO.,
Agents.
Hongkong, 23rd July, 1900. [2050]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.
THE Company's Steamship

"TUENSANG".
Captain Rolfe, will be despatched as above on THURSDAY, the 26th inst., at 5 P.M.
This Steamer has superior accommodation for First Class Passengers, is fitted throughout with Electric Light, and carries a Doctor.

For Freight or Passage, apply to—
JARDINE, MATHESON & CO.,
General Managers.
Hongkong, 21st July, 1900. [2045]

CHINA NAVIGATION COMPANY, LIMITED.

FOR CEBU AND ILOILO.
THE Company's Steamship

"KASHING".
Captain Hopkins, will be despatched as above on SATURDAY, the 28th instant, at 4 P.M.
For Freight or Passage, apply to—
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 23rd July, 1900. 2047

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAMSUI.
THE Company's Steamship

"TAMSUI MARU".
Captain H. Nagata, will be despatched for the above ports, on SUNDAY, the 29th inst., at DAYLIGHT.

For Freight or Passage, apply to—
THE MITSUI BUSSAN KAISHA,
Agents.
Hongkong, 23rd July, 1900. [15]

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM GLASGOW LIVERPOOL AND STRAITS.

S.S. "AFRIDI".

Optional Cargo will be forwarded unless notice to the contrary be given before 4 P.M. TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th inst., will be subject to rent.

All Claims against the Steamer, must be presented to the Undersigned on or before the 25th instant, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 25th instant, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by—
DODWELL & CO., LIMITED,
Agents.
Hongkong, 21st July, 1900. [2046]

NEW ADVERTISEMENTS

CHINA NAVIGATION COMPANY, LIMITED.

FOR QUEENSLAND PORTS, SYDNEY, AND MELBOURNE.

THE Company's Steamship

"CHANGSHA."

Captain Moore, will be despatched as above on WEDNESDAY, the 15th August, at 4 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A fully equipped Steamer is carried, and the Vessel is fitted throughout with Electric Light. N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. Co. and vice versa.

For Freight or Passage, apply to—
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 23rd July, 1900. 2048

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"RICHMOND CASTLE"

will be despatched for the above port on or about the 20th August.

For Freight, apply to—
DODWELL & CO., LD.,
Agents.
Hongkong, 23rd July, 1900. [1864]

THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARKS.

NOTICE is hereby given that THE BADISCHE ANILIN AND SODA FABRIK, a Company incorporated under the laws of the Empire of Germany, and having its principal place of business at Ludwigshafen, in Germany, has, on the 20th June, 1900, applied for the registration, in Hongkong, in the Register of TRADE MARKS, of the following TRADE MARK, viz.—The device of a blue circle fancifully intersected by two white lines; upon the circle is impressed in yellow two shields; upon one of the shields being the device of a horse and upon the other the device of a lion holding a small shield with an anchor impressed upon it, in the name of the said THE BADISCHE ANILIN AND SODA FABRIK, who claims to be the sole proprietor thereof.

The TRADE MARK is intended to be used by the Applicant in respect of the following goods, in the following class, viz.—in respect of Aniline Dyes in Class I.

A facsimile of such TRADE MARK can be seen at the office of the Colonial Secretary of Hongkong.

Dated the 20th day of July, 1900.

DEACON & HASTINGS,
Solicitors for Applicant.

NOTICE.

THE ANNUAL GENERAL MEETING of the PEAK CLUB will be held at the Club premises at 6 P.M. TO-MORROW (TUESDAY), the 24th instant.

By Order of the Committee.
A. J. COMMIJS,
Hon. Secretary.
Hongkong, 21st July, 1900. [2043]

FRESH AUSTRALIAN ROLL BUTTER.

FRESH AUSTRALIAN CREAMERY CHEESE.

Also
ATKINSON'S PERFUMES.
H. RUTONJEE,
5, D'Aguilar Street,
Hongkong, 21st July, 1900. [2038]

FOR IMMEDIATE SALE.

A POWERFUL TWIN-SCREW RIVER STEAMER, very suitably fitted to carry a large number of passengers and cargo.

For Particulars, apply to—
BANKER & CO.,
Hongkong, 14th July, 1900. [1980]

RUINART PERE & FILS, REIMS

Established 1719.
CHAMPAGNE GROWERS AND SHIPPERS.
Ship only the Finest Quality Extra Dry (Green Seal) LAUTS, WEGENER & CO. Sole Agents.
Hongkong, 17th May, 1899. [1521]

AMERICAN PORTABLE WOODEN HOUSES

THE Undersigned have been appointed AGENTS, and are prepared to accept orders for a variety of designs. Particulars on application to—
WOODS & CO.,
4, Queen's Road Central.
Hongkong, 17th April, 1900.

THE INDUSTRIAL ART (MOSAIC TILE FACTORY).

THE Business hitherto conducted under the Style of CASUSO & CO. has now been taken over by myself, and I therefore beg to inform my patrons that I am prepared to execute all orders for Colored Tiles, Mosaics, Artificial Marble and Granite Monuments, Statues, &c., under an improved system, and in an expeditious manner.

All communications should be addressed to the Factory—Nos. 213, 215, 217, Queen's Road East (opposite McGregor Barracks).
J. M. CASUSO.
Hongkong, 20th July, 1900. [2023]

AUCTION.

PUBLIC AUCTION.

THE Undersigned will sell by Public Auction

TO-DAY (MONDAY), the 23rd July, 1900, at 2.30 P.M., at his Sales Room, Duddell Street, A LARGE QUANTITY OF HOUSEHOLD FURNITURE (of every Description).

2 AMERICAN BICYCLES (New). 1 RICKSHA (Almost New).
On View from Saturday, the 21st July. Catalogues will be issued.

Terms:—As Customary.
GEO. P. LAMBERT,
Auctioneer.
Hongkong, 20th July, 1900. 2028

DAVID CORSAIR & SON'S

MERCHANT NAVY NAVY BOILED LONG FLAX BELIANE CROWN TAPPAULING ARNOLD, KARBURG & CO. Sole Agents.

AUCTIONS.

GOVERNMENT NOTIFICATION.

No. 354.

THE following Particulars and Conditions of Sale of CROWN LAND by PUBLIC AUCTION, to be held at the Office of the Public Works Department, THIS DAY (MONDAY), the 23rd day of JULY, 1900, at 3 P.M., are published for general information. By Command.

F. H. MAY,
Acting Colonial Secretary.
Colonial Secretary's Office,
Hongkong, 14th July, 1900. [1937]

Particulars and Conditions of the Letting by Public Auction Sale, to be held THIS DAY (MONDAY), the 23rd day of JULY, 1900, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of Crown Land near Hok Un, Kowloon, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of Her Majesty the QUEEN, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Lot.	Locality.	Boundary Measurements.	Area in Acres.	Annual Rent.	Upset Price.
1	Kowloon (near Hok Un)	293 2/3 ft. by 110 ft. by 113 ft.	123.127/100	20,808	
2	Kowloon (near Hok Un)	147 1/2 ft. by 110 ft. by 113 ft.	123.127/100	20,808	

GOVERNMENT NOTIFICATION.

No. 355.

THE following Particulars and Conditions of Sale of CROWN LAND by PUBLIC AUCTION, to be held at the Office of the Public Works Department, THIS DAY (MONDAY), the 23rd day of JULY, 1900, at 3.15 P.M., are published for general information. By Command.

F. H. MAY,
Acting Colonial Secretary.
Colonial Secretary's Office,
Hongkong, 14th July, 1900. [1938]

Particulars and Conditions of the Letting by Public Auction Sale, to be held THIS DAY (MONDAY), the 23rd day of JULY, 1900, at 3.15 P.M., at the Office of the Public Works Department, by Order of His Excellency the Governor, of Two Lots of Crown Land near Hok Un, Kowloon, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of Her Majesty the QUEEN, for one further term of 75 years.

PARTICULARS OF THE LOTS.

No. of Lot.	Locality.	Boundary Measurements.	Area in Acres.	Annual Rent.	Upset Price.
1	Kowloon (near Hok Un)	293 2/3 ft. by 110 ft. by 113 ft.	123.127/100	20,808	
2	Kowloon (near Hok Un)	147 1/2 ft. by 110 ft. by 113 ft.	123.127/100	20,808	

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, TO-MORROW (TUESDAY), the 24th July, 1900, at 11 A.M., at the Silk Works, Lap Sui Wan (near the Rope Works), FOR ACCOUNT OF THE CONCERNED, THE WHOLE OF THE POWER SILK WEAVING PLANT, &c., comprising—

LOOMS for WEAVING PLAIN and FIGURED SILKS, WINDING and DOUBLING FRAMES, BEAMING and WARPING MILES, FINISHING MACHINES, One HYDRO EXTRACTOR, &c., &c.

The 16-H.P. (nominal) DOUBLE CYLINDER HORIZONTAL PETROLEUM ENGINE, together with a Valuable Quantity of SHAFTING and PULLEYS.

The whole is in first class working condition and order.

The Mill is now on View and can be inspected by intending purchasers on presentation of an inspecting order to be obtained from the undersigned.

A Steam Launch will leave Pedder's Wharf at 10.30 a.m. for intending Purchasers. Catalogues will be issued prior to Sale.

GEO. P. LAMBERT,
Auctioneer.
Hongkong, 17th July, 1900. 1905

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, TO-MORROW (TUESDAY), the 24th July, 1900, at 2.30 P.M., at his Sales Rooms, SUNDY HOUSEHOLD FURNITURE, &c.

PLUSH COVERED DRAWING ROOM SUITE.

MORRIS COVERED CHAIRS, TABLES, OVERMANTELS, PICTURES and ORNAMENTS.

EXTENSION DINING TABLE, SIDEBOARD, BOOKCASE, and WRITING TABLE.

CROCKERY, GLASS and PLATED WARE.

BEDSTEADS, WARDROBES, BUREAU with BEVELLED GLASS, CHEST of DRAWERS, DRESSING TABLES and WASHSTANDS.

One COTTAGE PIANO.

One COOKING STOVE.

One JINRIKSHA. &c. &c.

Terms of Sale:—As Customary.
V. I. REMEDIOS,
Auctioneer.
Hongkong, 21st July, 1900. [2042]

DAVID CORSAIR & SON'S

MERCHANT NAVY NAVY BOILED LONG FLAX BELIANE CROWN TAPPAULING ARNOLD, KARBURG & CO. Sole Agents.

BANKS.

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3 1/2 PER CENT. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK, to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION.
H. M. BEVIS,
Acting Chief Manager.
Hongkong, 26th March, 1900. [18]

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000
RESERVE FUND \$11,500,000
RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS.
N. A. SIENSS, Esq.—Chairman.
R. SHEWAN, Esq.—Deputy Chairman.
E. G. G. Esq., A. J. Raymond, Esq.,
Hon. E. M. Gray, R. L. Richardson, Esq.,
A. Haupt, Esq., P. Sachse, Esq.,
Hon. J. J. Kewick, H. W. Slade, Esq.,
D. Meyer Moses, Esq.

CHIEF MANAGER: Hongkong—Sir THOMAS JACKSON.
MANAGER: Shanghai—J. P. WADE GARNER, Esq.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per Cent. per annum on the daily balance.

On Fixed Deposits:
For 3 months, 2 1/2 per cent. per annum.
For 6 months, 3 per cent. per annum.
For 12 months, 3 1/2 per cent. per annum.

H. M. BEVIS,
Acting Chief Manager.
Hongkong, 1st June, 1900. [17]

THE NATIONAL BANK OF CHINA LIMITED.

AUTHORIZED CAPITAL \$1,000,000
PAID-UP CAPITAL \$324,374

HEAD OFFICE—HONGKONG.

BOARD OF DIRECTORS.
CHUAN K. SHAN, Esq., D. GILLIES, Esq.,
CHOW T. SHANG, Esq., J. T. LAUTS, Esq.,
Chief Manager.
GEO. W. F. PLATT, Esq.

Interest for 12 Months Fixed... 5 1/2.

Hongkong, 23rd March, 1899. [19]

BANK OF TAIWAN (FORMOSA), LIMITED.

(INCORPORATED BY SPECIAL IMPERIAL CHARTER.)

AUTHORIZED CAPITAL Yen 5,000,000
PAID-UP CAPITAL 1,250,000

HEAD OFFICE:—TAIPEI, FORMOSA.

JUICHI SOYEDA, Esq., President.
Head Office Manager:—TAKESHI DOKI, Esq.

BRANCHES AND AGENCIES.
Tokyo, Osaka, Yokohama, Kobe, Nagasaki, Kyoto, Nagoya, Taiwan, Moji, Hiroshima, Hakodate, Otsu, Hongkong, Shanghai, Amoy, Chemulpo, Fusan.

HEAD OFFICE—INTEREST ALLOWED.
On Current Account 4 1/2 per cent. per annum.
Savings Bank 5 1/2 per cent. per annum.
On Fixed Deposits:
For 3 months 5 per cent. per annum.
For 6 months 5 1/2 per cent. per annum.
For 12 months 6 per cent. per annum.

Credits granted on approved securities and every description of Banking and Exchange business transacted.

Drafts granted on the Chief Commercial places both in Japan and abroad.

Further particulars may be obtained on application.

TAKESHI DOKI,
Manager.
Taipei, 29th November, 1899. [290]

THE BANK OF CHINA & JAPAN LIMITED.

WORKING CAPITAL over £210,000
RESERVE LIABILITY OF SHAREHOLDERS fully £425,000
£635,000

HEAD OFFICE: 26, Nicholas Lane, London.

BRANCHES: Hongkong, Shanghai, Singapore.

AGENCIES: Yokohama, Kobe, Penang, Bombay, Calcutta, Madras, Colombo, Rangoon, Java, Lyons, and Paris.

The Bank of England and the Capital and Counties Bank Limited.

General Manager—F. C. Bishop.

INTEREST ALLOWED.
On Current Accounts 2 per cent.
Fixed Deposits 3 months 4 1/2.
Do 6 months 5.
Do 12 months 5 1/2.

The Bank buys and sells and receives for collection Bills of Exchange on, and transacts general Banking business with the above places.

Hongkong, 1st May, 1900. [2]

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORIZED CAPITAL £1,500,000
SUBSCRIBED £1,125,000
PAID-UP £562,500
RESERVE FUND £30,000

LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at the rate of 2 1/2 per cent. on the Daily balance.

On Fixed Deposits:
For 12 months 4 1/2.
For 6 months 4.
For 3 months 3 1/2.
J. THURBURN,
Manager, Hongkong.
Hongkong, 24th March, 1900. [20]

BANKS.

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

CAPITAL PAID-UP £200,000
RESERVE LIABILITY OF SHAREHOLDERS £200,000
RESERVE FUND £250,000

INTEREST allowed on Current Account at the rate of 2 1/2 per cent. on the Daily balance.

On Fixed Deposits for 12 months 3 per cent.
For 6 months 2 1/2 per cent.
For 3 months 2 per cent.

T. E. SANSON,
Acting Manager, Hongkong.
Hongkong, 23rd May, 1900. [21]

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1850.

CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP 18,000,000
CAPITAL UNCALLED 6,000,000
RESERVE FUND 8,000,000

HEAD OFFICE—YOKOHAMA.

BRANCHES AND AGENCIES.
Tokio, Kobe, Nagasaki, London, Yokohama, New York, San Francisco, Honolulu, Bombay, Shanghai, Tientsin, Newchwang.

LONDON BANKERS: THE LONDON JOINT STOCK BANK, LIMITED.

PARIS BANK, LIMITED.
THE UNION BANK OF LONDON, LIMITED.

HONGKONG
BUSINESS DIRECTORY.

AUCTIONEERS, &c.

PAUL BREWITT,
2, Zetland Street, Auctioneer, Appraiser
and Commission Agent.

HUGHES & HOUGH,
Auctioneers to the Government, and Share
and General Brokers, corner Ice House
Street and Praya Central.

GEO. P. LAMBERT,
Auctioneer, Valuer and Goods Broker,
Duddell Street.

V. I. REMEDIOS,
Auctioneer, Appraiser and Agent,
5, Queen's Road Central.

BOARD AND LODGING

STAG HOTEL,
148 and 150, Queen's Road Central,
Comfortable and Cheap.

THE WESTERN HOTEL,
Excellent Accommodation, \$2.50 per day,
99 and 101, Queen's Road West.

BOOKBINDING

"DAILY PRESS" OFFICE,
The only office in China having European
taught workmen. Equal to Home Work.
BOOKSELLERS AND STATIONERS

W. BREWSTER & CO.,
Printers, Bookbinders and Account Book
Manufacturers, 23 and 25, Queen's Road
(under Hongkong Hotel).

BUILDERS

KANG ON,
Contractor, 30, D'Aguilar Street. Local
and Coast Port Buildings. Timber, Brick
and Granite.
Mechanics engaged. Estimates given.

CHEMISTS, DRUGGISTS, &c.

THE PHARMACY,
10, Queen's Road Central. Family and
Dispensing Chemists, Wines, Spirits and
Cigars.

THE VICTORIA DISPENSARY,
Chemists and Druggists, High-class Aerial
Water, Dealers in Photographic
Requisites, Queen's Road.

WATKINS, L.D. APOTHECARIES' HALL, 66,
Queen's Road Central, Cigars, Aerial
Water, Wines, Beers, Spirits, etc.

CURIO DEALERS

FUJIYAMA & CO.,
Importers, Exporters and Dealers in Japa-
nese Curios, 4, D'Aguilar St. and at Kobe.

KUHN & KOMOR,
Fine Art, Japanese and Chinese Curios,
21 and 23, Queen's Road, Hongkong,
Shanghai, Kobe, Yokohama.

KWONG HING,
China Porcelain, Crockery Ware, 59a,
Queen's Road Central.

DENTISTS

WONG HONG,
Surgeon Dentist, 50, Queen's Road Central.

WONG TAI FONG,
Surgeon Dentist, 24, Bank Buildings,
Opposite Hongkong Hotel.

DINING ROOMS

THE COSMOPOLITAN HOUSE,
Breakfasts, Dinners, Suppers, etc.,
with Meals, 34, Queen's Road.

DRAPERS

EBRAHIM ELIAS & CO.,
Milliners, Silk Mercers, Haberdashers,
Low Prices, 37, 39, Wellington Street.

WING HOP,
Ladies' Tailor, Dressmaker, Draper, 62,
Wellington Street.

SEE WOO,
Tailor, Draper and Outfitter, 67 and 69,
Queen's Road.

FLOUR MERCHANTS

SPERRY FLOUR COMPANY,
Merchant Millers, San Francisco,
Eastern Branch, Pedder Street,
WILLIAM WHITLEY, Manager.

FURNITURE WAREHOUSEMEN

A CHEE & CO., Established 1859.
Every Household Requisite. Depot for
Eastman's Kodak Films and Accessories,
17a, Queen's Road Central.

LI KWONG LOONG,
Cabinet-maker, Furniture Dealer, Art De-
corator and Dealer, 17, Queen's Road.

GROCERS

THE MUTUAL STORES,
SUB-AGENTS LITTON, LD.,
8 and 10 D'Aguilar Street,
Provision and General Merchants.

H. TIE,
Wine and Spirit Merchants, Groceries,
Best Goods, Lowest Rates. Try Charles
Evans' Cream, 16, D'Aguilar
Street.

JEWELLERS

KANG LEE & CO.,
Jewellers, Gold and Silversmiths, Watch-
makers, Japanese Curios and Blackwood
Furniture. Opposite Post Office, 36,
Queen's Road Central.

MAISON LEVY HERMANOS,
Diamond Merchants and Watchmakers, 40,
Watson's Building, Queen's Road. Also
at Shanghai, Manila, Paris and Iloilo.

SUN SHING, Established 1840.
Silks, Gossams, Crêpe-Shawls, Chinaware,
Ivory, etc., Gold and Silversmiths and
Engravers, 30, Queen's Road Central.

WAI LOONG,
Gold and Silversmith, Silk Dressing, Crêpe
Shawls, Ivory, Lacquerware, Fans,
Curios, Bristles, Human Hair, Fea-
thers, 85, Queen's Road Central.

THE LIGHT OF THE FUTURE
EASTERN ACETYLENE LIGHTING
COMPANY, Road office, 62a, Queen's
Road Central. Fittings of every de-
scription for the ACETYLENE LIGHT at
lowest rates.

HONGKONG
BUSINESS DIRECTORY.

MERCANTILE AGENT

WOODS & CO.,
Duddell Street, Agents for American and
European Export Houses.

PHOTOGRAPHERS

E. HING,
Enlarging, Developing, Printing, Mod-
erate Rates, 20a, Queen's Road East.

MEH CHEUNG,
Ice House Street, Top Floor. Permanent
Enlargements, Groups, Views, etc. Devel-
opment Works, Amateurs' Requisites.

M. MUMBYA, JAPANESE ARTIST,
Broadfield and Grayson Enlargements. Work
done for Amateurs, 25, Queen's Road, CL.

YEE CHUN,
Marine and Portrait Painter, 50, Queen's
Road, Upstairs.

H. YERA,
Japanese Photographer, 14, Beaconsfield
Arcade, Queen's Road, CL, also Wanchai.
Amateur's Requisites a Specialty.

PRINTING

"DAILY PRESS" OFFICE,
Prints read by Englishmen.

RAFFAN FURNITURE

WOO KEE, Late HANG CHEUNG SHING,
Rattan Chairs, Mattings, Bamboo Blinds,
etc., 73, Queen's Road Central.

KWONG TAI LOY,
Rattan Furniture, Bamboo Blinds, Mat-
tings all Colours, 48, Praya Central.

SANG MOW,
Rattan Furniture, Bamboo Screens, Mat-
tings all Colours, 43, Queen's Road, CL.

SILK GOODS DEALERS

DHUNAMAL CHELLARAM,
Dealer in Indian, Chinese, and Japanese
Silk and Fancy Goods, also Art Works,
2, D'Aguilar Street.

THE GLOBE (TEJUNULI PONDUNG),
Indian, Chinese and Japanese Silk Goods,
Cashmere Shawls, Spanish Wines and
Manila Cigars, 12, D'Aguilar Street.

SINCERE & CO.,
Silk Handkerchiefs, Shawls, Table Covers,
etc., Wholesale and Retail, 132, Queen's
Road Central and 133, Wellington St.

WASSIAMULL ASSOMULL,
Wholesale and Retail Importers and
Exporters, Indian, Chinese and Japanese
Silks, Cashmere Shawls and Ceylon
Tea, 46, Queen's Road, CL.

SILK LACE MANUFACTURERS

FR. BLUNCK,
Exporter of Real Hand-made Torchon Lace
in Silk, Linen and Cotton, Grasscloth and
Silk Embroideries, Hand-made Silk
and Linen Lace Curtains made to
order, 17, Queen's Road Central.

STOREKEEPERS

F. BLACKHEAD & CO.,
Navy Contractors, Shipchangers, Sail-
makers, Provision and Coal Merchants,
Praya Central, next Hongkong Hotel.

KWONG SANG & CO.,
Shipchangers, Sailmakers, Hardware,
Engineer Tools, Brass and Iron Mer-
chants, 34, Praya Central.

LANE, CRAWFORD & CO.,
Tailors and Outfitters, Piano-forte Dealers,
Shipchangers, Furniture Dealers and
Upholsters, Wire and Spirit Mer-
chants.

MORE & SEIMUND,
Shipchangers, Sailmakers, Riggers, Com-
mission Agents and General Store-
keepers, 17, Praya Central.

TAILORS

AH-MEN, HING-CHEONG & CO.,
Tailors, Drapers and Outfitters, Queen's
Road Central, Old Club Site,
Branch: A-MAN, opposite City Hall.

R. HAUGHTON & CO.,
Naval Military and Court, 16, Queen's Road,
Opposite Kuhn's Curio Store.

HUNG YUEN,
Outfitter, Shirt Makers, Hatters, Hosi-
ers, Drapers, 85, Queen's Road Central.

LANE, CRAWFORD & CO.,
Queen's Road.

TAK CHEONG,
Tailors, Gentlemen's Outfitters, Hatters,
Hosiery, and Drapers. Chinese Silk of
all kinds, 50, & 52, Queen's Rd. Central.

YEE SANG FAT & CO.,
Outfitters, Piece Goods, Underwear, Shoes,
Hats, Silk Handkerchiefs, Opposite Post
Office, Queen's Road Central.

TOBACCONISTS

D. S. DADY BURJOR, "LOS FILIPINOS,"
Importer of the Best Manila Cigars, 25,
Pottinger Street.

KREUSE & CO.,
Wholesale and Retail Havana and Manila
Cigars, Egyptian Cigarettes, Dealers in
Fancy Goods, Agents,
Connaught House, Queen's Road.

VICTORIA CIGAR DEPOT,
1 and 2, Levee Street East. AGENTS FOR
W. KENNEDY & CO., 37, Calle San
"The Jockey" Cigars.

WINE & SPIRIT MERCHANTS

H. PRICE & CO.,
32, Queen's Road
and Calle Anagnou, Manila.

AMERICAN SYSTEM

DENTISTRY
AT
No. 39, QUEEN'S ROAD CENTRAL.
CHADWICK KEW
(LATE OF POATE & NORRIS)
Hongkong, 15th September, 1899. [1756]

[ALL RIGHTS RESERVED.]
THE BRITISH ARMY.

H. O. ARNOLD-FORSTER, M.P.

SOME LESSONS OF THE WAR.

"THE DEVIL WAS SICK."

History and Scripture are full of examples of
lessons that have been taught, but which have
never been learnt. Many a warning has been
given which has only received attention long
after it has become impossible to take advantage
of it. That the present war has undoubtedly
supplied us with a number of the most valuable
object lessons upon all matters connected with
our national defence, is beyond question. It is
by no means certain that, despite a great deal
of fine writing and fine speaking, either the
War Office or the country will seriously lay
those lessons to heart, or will profit by them
when peace returns. There is an ancient proverb,
none the less true because it is somewhat vulgar
in form, "The devil was sick, the devil a monk
would be; the devil was well, the devil a monk
was he." Probably one of the greatest dangers
which besets the country at the present moment
is that of the return of our usual self-confidence
and apathy with the return of peace. There
will be many persons interested in sending the
country to sleep again, and, unfortunately, the
country does not always take a profound interest
in keeping awake. It is well, therefore, while
we still have our eyes open and are still in the
need to learn, to examine the main lessons which
the war has taught, or is capable of teaching.

THE CRISIS AND THE WAR OFFICE.
In the first place it has taught us that gen-
erally speaking everything which has been said
by those who for years past have criticised our
Military institutions, was true. This fact is
not without importance. The lesson to be
learnt from it is not that A. B. and C. were
wiser than their neighbours, but is of a different
kind altogether. The lesson to be learnt from
it is that the people of this country are wrong
in assuming a statement to be true merely be-
cause certain people in authority make it, or
that it is untrue because it is made only by un-
professional and unofficial persons. For years
the War Office has been asserting that a par-
ticular set of arrangements were adequate and
satisfactory. For an equal length of time out-
side observers have declared that all reason and
all experience went to show that the arrange-
ments were not adequate or satisfactory and
that when subjected to that test of war they
would fail in certain essential particulars.
War has come, has applied the test of fact
to the conflicting opinions, and judgment has
gone on behalf of the critics, and against
the officials. The lesson to be learnt
from this fact is a very important one, namely,
that in the future the people of England will
be wise to judge all naval and military ques-
tions by the same rules of commonsense which
they are accustomed to apply to their own
business concerns, and not to attribute any
weight to a pronouncement merely because it
comes from the lips of a Parliamentary official,
or is made on behalf of a Government depart-
ment.

SOME CHANGES THAT HAVE BEEN MADE.
But let us leave generalities and come to
particulars. Here are some of the principal
criticisms which have been made upon our mil-
itary system as it has hitherto existed. It has
been said—

1.—That no combined plan of operation for
the defence of the Empire in any given con-
tingency has ever been worked out or decided
upon.

2.—That our military organisation was not
suited to the needs of the nation, and that when
put to the test it would fail to do those things
which might reasonably be demanded of it.

3.—That owing to the faulty system adopted
no efficient body of men could be despatched from
this country in an emergency without either
destroying the whole regimental system at home
or calling up the reserves.

4.—That the Reserve, when called up, would
prove to be not a reserve at all, but that the
reservists would take the place of the men
actually serving, and to such an extent that in
order to send an army into the field the whole
organised military resources of the country would
be exhausted.

5.—That in maintaining a large force of
Militia and Volunteers at home, without any of
the organisation or equipment necessary to
transform a crowd into an army, the War Office
was squandering the public money, trifling with
the nation, and exposing the country to the
greatest dangers.

6.—That the supply of artillery, both horse
and field, was totally inadequate, and that the
guns for both these branches, and also those
assigned to the garrison artillery, were insufficient
in numbers and, in some important respects,
unsatisfactory in quality.

7.—That the absence of any proper training
of field officers at home would be certain to lead
to disaster in war.

NOT BEYOND HOPE.

Those who have suffered year after year with
Rheumatism will be glad to hear of a remedy
that has proved an absolute specific. There are
no conditions of Rheumatism, no matter how
severe nor from what cause, that cannot
immediately be relieved and permanently cured
by Little's Oriental Balm. People who have
tried a hundred remedies, liniments, and doctors
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come to believe that there is no such a
thing as a cure for Rheumatism. They have
been disappointed so many times that another
trial seems almost useless. To all such we say,
try Little's Oriental Balm faithfully and patient-
ly and you will soon rejoice at the return of your
precious health. Many a person was cured
through Little's Oriental Balm by the use of a
single bottle, others have used from 3 to 6 bottles
to obtain the same result. In only very rare and
exceedingly obstinate cases were more than 6
bottles necessary. Sold at 1s. per bottle.
Agents for Hongkong: THE VICTORIA
DISPENSARY, LD.

8.—That the absence of any organised Staff
during peace time would prove a disadvantage
in time of war.

9.—And lastly (omitting many smaller points),
that the War Office would be compelled, under
the stress of war, to attempt to do in the face
of the enemy all those things which it had re-
fused to do in time of peace, and which it had
declared to be unnecessary or undesirable.

The war has shown us that everyone of these
charges was "well and truly laid."

THE ABSENCE OF DESIGN.

To begin with it is clear that up to the end
of October last, "no sufficient provision had
been made by any service for the wants of
the other," and that "no combined plan of
operation for the defence of the Empire in any
given contingency, had ever been worked out."
There can be no doubt about this.
It is true that the navy co-operated with the
army, much to the advantage of the latter, but
no one in his sense can pretend that the
despatch of naval guns to Ladysmith at
the last moment, and the robbing of the
ships of their complements in order to add to
the number of the infantry on shore, was part
of any combined plan of operations for the defence
of the Empire. Still less can it with any reason
be suggested that 7,000 men were withdrawn
from India, and that every one of the Colonial
garrisons, Aden, Malta, Gibraltar, Mauritius,
and Halifax, not to speak of Cyprus and Egypt,
was deprived of its troops in pursuance of any
organised plan for the defence of the Empire.
There could have been no such plan, for it stands
to reason that in any war except the particular
one in which we happen to have been
engaged, such transfers could only be described
as criminal folly. In a war with any European
Power, so far from being able to take 7,000
men from the garrison of India, we should
be compelled at the outset to despatch 20,000
men to that country, not to reinforce the gar-
rison, but simply to bring it up to war strength.
In the same way the Colonial garrisons
would have required troops from home, and it
would have been out of the question to look to
them to supply reinforcements. Nor does it
require any special knowledge to perceive that
in any war other than one with a small inland
Power, such as the Transvaal, the withdrawal
of the crews of the sea-going ships would have
been a step that would have called for the im-
pugnament of the First Lord of the Admiralty
who sanctioned it. The present war therefore
has taught us that we have made no sufficient
provision for the co-operation of the two services,
and that we have not yet got to the defence
of the Empire in any given contingency.

OUR MILITARY SYSTEM AND OUR NATIONAL NEEDS.

The war has also taught us that beyond all
doubt our military organisation is not suited to
the needs of the nation, and that when put to the
test, it is bound to fail in doing those things
which may reasonably be demanded of it. Very
little reflection will show how true this is. The
proof of it is at this moment before our eyes. We
have become engaged in a war with two small
African states. In order to carry it to a success-
ful conclusion, we have had to utilise every man
of our available army, and to call into existence
an irregular or supplementary force of no less
than sixty thousand men, who have all been
raised, or made available, since the war began,
and whose services were neither contemplated
nor reckoned on in any scheme made by the War
Office. For the purposes of bringing the war
in Africa to a conclusion, the forces thus raised
appear to be adequate. But at home what do
we see? We see absolute chaos. We see nearly
400,000 men all ready to serve, but without
organisation, without equipment, without even
the weapons necessary to enable them to take
the field. We see every sign of panic in
high places; we see millions being spent in a
hurry in the almost hopeless effort to overtake
the neglect of past years. The Prime Minister
himself recommends a course of Rifle Clubs as
a way out of our admitted difficulties, and every-
one talks of the absolute need for an entire re-
organisation of our system. And why? Not
because any new conditions have been devel-
oped, but because the test of war has been applied
to our organisation, and has proved to demon-
stration that the organisation is rotten.

NO TROOPS FOR AN EMERGENCY.

Another lesson the war has taught us. It
has taught us that we cannot despatch any
lent body of troops from this country in an
emergency, without either destroying the whole
regimental system at home, or calling up the
reserves. The truth of this statement will be
more clearly demonstrated in another article.
It is sufficient here to point out that when our
troops were fighting for their lives against a
superior enemy in Natal, it was not found
possible to despatch one single complete bat-
talion for their relief from the entire comple-
ment of 108,000 men maintained in the United
Kingdom. In view of the fact that sudden
emergencies are the rule and not the exception
in the history of this country, it is obvious that
the lesson which has just been referred to, is
one which we ought to lay to heart. We ought
to make up our minds in the future that there
shall always be a certain force of all arms
instantly available for despatch in any emer-
gency.

THE RESERVES AND THEIR VALUE.

We have relied greatly upon the Reserves
and have been justified in doing so. But the
war has taught us what indeed everyone who
had really studied the question knew before, that
our Reserve was, and is a reserve in name only,
and that when war came we should have to use
up the whole of the Army Reserve, not to
supplement the regular army, but to fill up the
places of incompetent men, for whose upkeep
the country paid, but whose services it did
not receive in time of war. This point also will
be further explained, and details given, with

Several of the Royal Reserve Battalions at
Aldershot were unable to parade on the Queen's
Birthday because they were still without arms.

regard to it, it is enough here to point out that
when the whole army had been mobilised,
80,000 men of the First Class Army Reserve
were found to have taken the places of 100,000
incompetent soldiers; in other words that we
had returned to the precise position which the
country occupied in the Crimean War, when
we had a first line of undoubted excellence, and
behind it nothing but a crowd of unorganised
and incompetent recruits.

THE MILITIA AND VOLUNTEERS.

The war has also taught us, what indeed
everybody who had ever given any consideration
to War Office problems at all, knew perfectly
well, namely, that in maintaining a large force
of Militia and Volunteers at home, without any
of the organisation or equipment necessary to
transform a crowd into an army, the War Office
was squandering public money, trifling with the
nation, and exposing the country to the greatest
dangers. The thing was really so plain as to
be beyond argument. Every year the absurdity
of our arrangements was pointed out by all sorts
and conditions of men, by experienced soldiers,
by Militia and Volunteer officers, and by Mem-
bers of Parliament. Every year with perfect
regularity the donors were assured that all
was well, and that their claims were groundless.
Of course two and two continued to make four,
even though it did not suit the War Office to
admit it. Directly the war came the inevitable
happened. It instantly became evident that
the Militia and Volunteers as they existed, and
as the War Office had chosen to make them,
were not available for war purposes. In con-
sequence, all sorts of hasty schemes are now
being prepared in order to do in a hurry what
ought to have been done at leisure. Guns are
being made by the hundred, the Volunteers are
to receive special training, the Militia, wonder
of wonders, are to receive stores and equipment.
In a word, playing at soldiers is to cease, at any
rate until the public ceases to be troublesome.

PEACE TRAINING AND ORGANISATION.

Other lessons the war has taught us, which
there is not space to dwell upon here, but which
must be referred to at a later stage. We have
learnt that the training of our officers in peace
time (which we have desired) that the practice
of never leaving an organised force without lead-
ing officers, and a definite staff in war.
And we have learnt what to some people was
apparent before, namely, that we were not justified
in relying upon the War Office as at present
constituted, to do what is right and sensible,
merely because it is right and sensible, but that
pressure, and pressure alone, will compel the
War Office officials to take a serious view of their
duties. This pressure may be applied in dif-
ferent ways. It may be applied by agitation in
peace time, or it may be applied by the neces-
sities of war, but until it is applied, nothing
has been, or ever will be done. This is not an
exaggeration or over-statement. The proof is
that though immense sums are now being
expended, and great changes are promised, no
new set of circumstances has really made the
expenditure or the changes necessary. They
were necessary before, but they are only made
now because those who are to carry them out
are compelled to get.

ENCOURAGING LESSONS.

There are happily also many encouraging les-
sons which the war has taught us. It has taught
us that we can rely upon the courage and patri-
otism of our Colonial fellow-subjects. But in
connection with this branch of the question we
have also learnt that no organisation existed at
the outbreak of the war by which the goodwill
and material resources of the Colonies could
be utilised. All that was done was done at
the last moment, and by what may be called
"emergency measures." The circumstances of
the South African war enabled us to profit
greatly even by services rendered under such
conditions. But it would be a great mistake to
suppose that the circumstances of this particular
war are likely to be repeated, or that we shall be
permitted on another occasion to postpone the
work of preparation and organisation till the
armies are actually engaged. The war has
taught us that as far as any preparation or
organisation on the part of the War Office was
concerned, the Colonies might have been non-
existent. No aid came from them in pursuance
of any plan sanctioned or prepared beforehand
by the military authorities. We have by no
means exhausted in this article the lessons of
the war, but we have enumerated some of them.
It is not pleasant to think what might have
happened if these painful truths had been
brought home to us in the course of a great
European war.

NOW READY.

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Hongkong, 13th July, 1900. [1750]

NOTICES OF FIRMS.

NOTICE.

THE PROCURATION given to Mr. JOHN
NAISMITH on 1st February, 1899, is
herby WITHDRAWN.
Mr. SAMUEL EDMOND BEETON is
authorised to SIGN the name of our firm by
PROCURATION from this date.
HERBERT DENT & CO.
Canton, 90th June, 1900. [1862]

NOTICE.

WE have This Day ESTABLISHED
ourselves in Business, under the Firm
Name of, SPOONER & WILSON, as
GENERAL PASSENGER BROKERS and
COMMISSION AGENTS.
Dated the 13th day of July, 1900.
J. J. SPOONER.
H. WILSON.

THE TRADE MARKS ORDINANCE OF 1898.

APPLICATION FOR REGISTRATION OF TRADE MARKS.

NOTICE is hereby given that Messieurs
SIEMSEN & CO., of Victoria, in the
Colony of Hongkong, have, on the 13th June
1900, applied for the Registration in Hong-
kong in the Registry of Trade Marks of the
following TRADE MARKS—

- The distinctive device of a Lion couchant
with a flag on either side with the letter
"S" on each, the whole surmounted by a
Crown.

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON VIA SUEZ CANAL	STENTOR	Brit. str.	---	Jackson	BUTTERFIELD & SWIRE	On 25th inst.
LONDON & C. VIA PORTS OF CALL	CORONANDEL	Brit. str.	---	P. W. Vibert, R.N.R.	P. & O. S. N. Co.	On 4th Aug. at Noon.
LONDON VIA SUEZ CANAL	RAIFUS	Brit. str.	---	Bardett	BUTTERFIELD & SWIRE	On 7th Aug.
LONDON VIA SUEZ CANAL	SARFEDON	Brit. str.	---	Grier	BUTTERFIELD & SWIRE	On 21st Aug.
LIVERPOOL DIRECT	STUTTGART	Ger. str.	---	Grosch	MELCHERS & CO.	On 26th inst. at Noon.
BREMEN, VIA PORTS OF CALL	TONKIN	From str.	---	Dupuy Fromy	MESSAGERIES MARITIMES	On 30th inst. at 1 P.M.
MARSEILLES, & C. VIA PORTS OF CALL	HITACHI MARU	Jap. str.	---	G. Anderson	NIPPON YUSEN KAISHA	On 27th inst. at Daylight.
MARSEILLES, & C. VIA SPORE, & C.	WAKABA MARU	Jap. str.	---	J. B. Macmillan	NIPPON YUSEN KAISHA	On 10th Aug. at Daylight.
MARSEILLES, & C. VIA SPORE, & C.	BANCA	Brit. str.	---	G. W. Babot	P. & O. S. N. Co.	On or about 26th Aug.
HAVRE & HAMBURG	NURNBURG	Ger. str.	---	Pfaff	CARLOWITZ & CO.	On or about 26th Aug.
HAVRE & HAMBURG	SIBIRIA	Ger. str.	---	Braun	CARLOWITZ & CO.	On or about 26th Aug.
HAVRE & HAMBURG	MARBURG	Ger. str.	---	Binner	CARLOWITZ & CO.	On or about 15th Sept.
HAVRE & HAMBURG	SAXONIA	Ger. str.	---	Kreoh	CARLOWITZ & CO.	On or about 30th Sept.
NEW YORK VIA SUEZ CANAL	ACARA	Brit. str.	---	Recher	CARLOWITZ & CO.	On 28th inst.
NEW YORK VIA SUEZ CANAL	ALBENGA	Ger. str.	---	Dodwell & Co. Limited	DODWELL & CO. LIMITED	On or about 4th Aug.
NEW YORK VIA SUEZ CANAL	RICHMOND CASTLE	Brit. str.	---	Jardine, Matheson & Co.	JARDINE, MATHESON & CO.	On or about 24th Aug.
NEW YORK VIA SUEZ CANAL	INDRAVILLI	Brit. str.	---	G. E. Elliot	DODWELL & CO. LIMITED	On 28th inst.
VICTORIA, B.C., & TACOMA V. AMOY, & C.	IZUMI MARU	Jap. str.	---	M. J. Curron	NIPPON YUSEN KAISHA	On 30th inst. at 4 P.M.
VICTORIA, B.C., & C. VIA SHANGHAI, & C.	TARTAR	Brit. str.	---	H. Pybus, R.N.R.	CANADIAN PACIFIC R. CO.	On or about 15th Aug.
VICTORIA, B.C., & VANCOUVER, B.C. VIA MOJI, & C.	EMPEROR OF CHINA	Brit. str.	---	R. Archibald, R.N.R.	CANADIAN PACIFIC R. CO.	On 8th Aug.
VANCOUVER, B.C. VIA SHANGHAI, & C.	MONMOUTHSHIRE	Brit. str.	---	J. Kennedy	DODWELL & CO. LIMITED	On 4th Aug.
PORTLAND, OREGON, & C.	DORIS	Brit. str.	---	O. & S. S. Co.	O. & S. S. CO.	On 7th Aug. at Noon.
SAN FRANCISCO VIA SHANGHAI, & C.	NIPPON MARU	Jap. str.	---	TOYO KISEN KAISHA	TOYO KISEN KAISHA	On 16th Aug. at Noon.
SAN FRANCISCO VIA SHANGHAI, & C.	CHINA	Amr. str.	---	PACIFIC MAIL S. S. CO.	PACIFIC MAIL S. S. CO.	On 31st inst. at Noon.
SAN FRANCISCO VIA SHANGHAI, & C.	CARLEBY CITY	Brit. str.	---	BUTTERFIELD & SWIRE	BUTTERFIELD & SWIRE	On 6th Aug.
AUSTRALIAN PORTS	YAWATA MARU	Jap. str.	---	NIPPON YUSEN KAISHA	NIPPON YUSEN KAISHA	On 27th inst. at 4 P.M.
AUSTRALIAN PORTS	EASTERN	Brit. str.	---	GIBB, LIVINGSTON & CO.	GIBB, LIVINGSTON & CO.	On 9th Aug. at 5 P.M.
GERMAN COLONIAL & AUSTRALIAN PORTS	CHANGSHA	Brit. str.	---	BUTTERFIELD & SWIRE	BUTTERFIELD & SWIRE	On 15th Aug. at 4 P.M.
YOKOHAMA, VIA NAGASAKI & KOBE	MUNCHEN	Ger. str.	---	MELCHERS & CO.	MELCHERS & CO.	On 5th Sept. at Noon.
YOKOHAMA & YOKOHAMA	ROHILLA	Brit. str.	---	P. & O. S. N. Co.	P. & O. S. N. CO.	On or about 4th Aug.
SHIMONOSEKI	KAWACHI MARU	Jap. str.	---	NIPPON YUSEN KAISHA	NIPPON YUSEN KAISHA	On 3rd Aug. at Daylight.
SHANGHAI	PAKHOI	Amr. str.	---	BUTTERFIELD & SWIRE	BUTTERFIELD & SWIRE	To-day, at Noon.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	ASAKI	Brit. str.	---	F. Marochino	SANDER, WELER & CO.	To-day, at 2 P.M.
SHANGHAI	CHUSAN	Brit. str.	---	G. W. Gordon, R.N.R.	P. & O. S. N. Co.	On or about 28th inst.
SHANGHAI, NAGASAKI, HONGKONG & YOKOHAMA	WEIMAR	Ger. str.	---	C. T. Denny	MELCHERS & CO.	On or about 3rd Aug.
SWATOW, AMOY & TAIWAN	TAMU MARU	Jap. str.	---	H. Mayer	MITSUBI BUSSAN KAISHA	Quick despatch.
SWATOW, AMOY & TAIWAN	ANPING MARU	Jap. str.	---	S. Nagata	MITSUBI BUSSAN KAISHA	On 29th inst. at Daylight.
MANILA	MEZMUR	Brit. str.	---	I. Sato	MITSUBI BUSSAN KAISHA	On 25th inst. at Daylight.
MANILA	YUENANG	Brit. str.	---	R. W. Almond	SHEWAN TOMES & CO.	To-day, at 5 P.M.
CEBU & ILOILO	YAWATA MARU	Jap. str.	---	Roife	JARDINE, MATHESON & CO.	On 30th inst. at 5 P.M.
CEBU & ILOILO	KAIFONG	Brit. str.	---	A. E. Moses	NIPPON YUSEN KAISHA	On 28th inst. at 4 P.M.
SINGAPORE, PENANG & CALCUTTA	KASHING	Brit. str.	---	Pennedather	BUTTERFIELD & SWIRE	On 28th inst. at 4 P.M.
BOMBAY, VIA SINGAPORE & COLOMBO	KUMSANG	Brit. str.	---	Hopkins	BUTTERFIELD & SWIRE	On 28th inst. at 4 P.M.
	MIKE MARU	Jap. str.	---	Fayne	JARDINE, MATHESON & CO.	On 27th inst. at Noon.
				S. Kawamura	NIPPON YUSEN KAISHA	On 28th Aug. at Noon.

SHIPPING.

ARRIVALS.
 July 20, CHITTAGONG, British str., 1,241. C. R. Corfield, Moji 13th July, Coals.—DODWELL & CO. LIMITED.
 July 21, BENYUEN, British steamer, 1,467. Potter, Moji 15th July, Coals.—GIBB, LIVINGSTON & CO.
 July 21, KWANGLOO, Chinese str., 1,505. R. Lincoln, Shanghai 17th July, General.—CHINESE.
 July 21, APRIDI, British str., 2,354. S. Golding, Singapore 14th July, General.—DODWELL & CO. LIMITED.
 July 21, LOONGMOON, German str., 1,245. Schulz, Canton 20th July, General.—SIEBSEN & CO.
 July 21, FAKHOI, British str., 1,248. Williams, Canton 20th July, General.—BUTTERFIELD & SWIRE.
 July 21, APRIDI, German steamer, 611. Bondixon, Haiphong 19th July and Hollow 20th, General.—JENSEN & CO.
 July 21, WARVIA, British transport, 5,000. J. R. P. Alexander, Calcutta 8th July.—GOVERNMENT.
 July 21, IZAMA, British transport, 3,362. H. G. Croft, Calcutta 7th July.—GOVERNMENT.
 July 21, CHINA, American str., 3,187. W. B. Sealbury, San Francisco 22nd June and Shanghai 18th July, Mails and General.—P. & O. S. N. Co.
 July 21, ANPING MARU, Japanese str., 1,053. Sato, Amoy and Swatow 20th July, General.—M. J. CURRON.
 July 21, GOLIATH, British battleship, 12,950. Lewis Wintz, England 9th June.
 July 21, SIAM, British str., 992. H. Holton, Bangkok 15th July, Rice and Wood.—BRADLEY & CO.
 July 22, AGLAIA, Austrian str., 1,173. Marochino, Singapore 16th July, General.—SANDER, WELER & CO.
 July 22, CHIVUE, American str., 1,177. Wm. Jamieson, Shanghai via Foochow 15th July, General.—CHINESE.
 July 22, HONGKONG, French str., 862. Pannier, Haiphong and Hollow 21st July, General.—A. R. MARY.
 July 22, BALLAARAT, British transport, 4,814. C. T. Denny, R.N.R., Bombay 8th July.
 July 22, WINGANG, British str., 1,517. T. H. Sellar, Shanghai and Swatow 21st July, General.—JARDINE, MATHESON & CO.

CLEARANCES.

At the Harbour Master's Office.
 21st July.
 Hermes, Norwegian str., for Hongkong.
 Loongmoon, German str., for Shanghai.
 Maiduru Maru, Jap. str., for Swatow.
 Nanyang, German str., for Saigon.
 Anrade, German str., for Hongkong.
 Itoosen Maru, Japanese str., for Nagasaki.
 Koonquai, British str., for Swatow.
 Afghanistan, British str., for New York.

DEPARTURES.

July 21, EASTERN, British str., for Kobe.
 July 21, VALETTA, British str., for Europe.
 July 21, HONGKONG MARU, Japanese str., for San Francisco.
 July 21, TOONAN, Amr. str., for Shanghai.
 July 21, THALES, British str., for Swatow.
 July 21, KATSUNO MARU, Japanese str., for Shanghai.
 July 21, KASUGA MARU, Japanese str., for Nagasaki.
 July 21, KWANGLOO, British str., for Canton.
 July 22, HONGKONG, Ger. str., for Hongkong.
 July 22, LOONGMOON, Ger. str., for Shanghai.
 July 22, MAIDURU MARU, Japanese str., for Swatow.
 July 22, NANYANG, German str., for Saigon.
 July 22, ANPEBARE, German str., for Hollow.
 July 22, HIKOSAN MARU, Jap. str., for Nagasaki.
 July 22, KEONGWAI, British str., for Swatow.
 July 22, AFHANISTAN, Brit. str., for New York.
 July 22, IZAMA, British transport, for Taku.
 July 22, WARORA, British transport, for Taku.

VESSELS IN DOCK.

ABERDEEN DOCKS.—U.S.S. Monterey, Changsha, Argus, Telchong, Wuchow, Trifos, Alcoa.
 COSMOPOLITAN DOCK.—Goodwin.

SHIPPING REPORT.

The British steamer Chitragong, from Moji 13th July, had strong S.W. winds and high seas to Turbun Island. From Turbun to port moderate winds and fine weather, strong current throughout.
 The American steamer Chiyuen, from Shanghai via Foochow 15th July, had light to moderate S.W. winds and clear weather with high swell to Foochow. From there to port light S.W. breezes and fine weather.
 The British steamer Kwanglo, from Shanghai 17th July, had fine clear weather and moderate E.E. winds to Bonham; thick fog off Steep Island; thence to Lamook strong S.W. winds; thence to port light southerly winds and fine weather; smooth sea. July 19th spoke a British cruiser and two British troopships, both bound for the North.

VESSELS ON THE BERTH

CHINA NAVIGATION COMPANY, LIMITED.
 FOR SHIMONOSEKI.
 "PAKHOI" will be despatched as above TO-DAY, the 23rd inst. at Noon, instead of as previously notified.
 For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
 Hongkong, 17th July, 1900. [1938]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.
 FOR MANILA.
 "MENMUIR," Captain R. W. Almond, will be despatched as above TO-DAY, the 23rd inst., at 5 P.M. The attention of Passengers is directed to the excellent accommodation provided by this Steamer. She is fitted throughout with the Electric Light and is supplied with a Refrigerating Chamber.
 A Doctor is carried.
 For Freight or Passage, apply to SHEWAN, TOMES & CO., General Managers.
 Hongkong, 18th July, 1900. [2003]

OCEAN STEAMSHIP COMPANY.
 FOR LONDON VIA SUEZ CANAL.
 THE Company's Steamship
 "STENTOR," Captain Jackson, will be despatched as above on WEDNESDAY, the 25th inst.
 For Freight, apply to BUTTERFIELD & SWIRE, Agents.
 Hongkong, 23rd July, 1900. [1758]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.
 FOR SINGAPORE, PENANG AND CALCUTTA.
 THE Company's Steamship
 "KUMSANG," Captain Payne, will be despatched as above on FRIDAY, the 27th inst. at Noon.
 For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers.
 Hongkong, 20th July, 1900. [2025]

NIPPON YUSEN KAISHA.
 FOR MANILA.
 "YAWATA MARU" (3,800 tons gross, Captain A. E. Moses), will be despatched for the above port on FRIDAY, the 27th inst., at 4 P.M.
 This new Mail steamer is especially constructed for service in the Tropics and is provided with superior accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator. Doctor and Stewardess carried.
 Return tickets issued by this Company are available for return by steamers of the other Lines.
 For Freight or Passage, apply to A. S. MIHARA, Manager.
 Hongkong, 18th July, 1900. [2014]

CHINA NAVIGATION COMPANY, LIMITED.
 FOR CEBU AND ILOILO.
 THE Company's Steamship
 "KAIFONG," Captain Pennedather, will be despatched as above on SATURDAY, the 28th inst., at 4 P.M.
 The attention of Passengers is directed to the Superior Accommodation offered by this twin screw Steamer.
 A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.
 For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
 Hongkong, 23rd July, 1900. [1929]

SHEWAN, TOMES & CO.'S NEW YORK LINE.
 FOR NEW YORK VIA SUEZ CANAL.
 THE Steamship
 "ACARA" will be despatched for the above port on SATURDAY, the 28th inst.
 For Freight, apply to SHEWAN, TOMES & CO., Agents.
 Hongkong, 10th June, 1900. [1049]

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.
 SHANGHAI NAGA-SAKI, KOBE and YOKOHAMA.
 "JAYA," G. W. Gordon, R.N.R., About 28th July. Freight or Passage.
 SHANGHAI.
 "CHUSAN," C. T. Denny, About 3rd August. Freight or Passage.
 LONDON, & C.
 "COROMANDAL," F. W. Vibert, R.N.R., Noon, 4th August. See Special Advertisement.
 YOKOHAMA VIA NAGASAKI AND KOBE.
 "ROHILLA," C. H. S. Tonque, R.N.R., About 4th August. (Passing through the Inland Sea). Freight or Passage.
 MARSEILLES AND LONDON.
 "BANCA," G. W. Babot, About 14th August. Freight.
 For Further Particulars, apply to A. M. MARSHALL, Acting Superintendent.
 Hongkong, 18th July, 1900. [1]

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.
 STEAMERS. DESTINATIONS. SAILING DATES.
 HITACHI MARU. MARSEILLES, LONDON, and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID. FRIDAY, 27th July, at DAYLIGHT.
 YAWATA MARU. SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE & BRISBANE. FRIDAY, 27th July, at 4 P.M.
 IZUMI MARU. VICTORIA, B.C., and SEATTLE, U.S.A. VIA SHANGHAI, KOBE and YOKOHAMA. MONDAY, 30th July, at 4 P.M.
 KAWACHI MARU. KOBE and YOKOHAMA. FRIDAY, 3rd Aug., at DAYLIGHT.
 MIKE MARU. BOMBAY VIA SINGAPORE and COLOMBO. WEDNESDAY, 8th Aug., at NOON.
 WAKABA MARU. ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID. FRIDAY, 10th Aug., at DAYLIGHT.
 * Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.
 For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Chater Road.
 A. S. MIHARA, Manager.
 Hongkong, 23rd July, 1900. [12]

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.
 FOR VICTORIA, B.C., AND TACOMA IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.
 FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION CO.

Steamer.	Tons.	Captain.	Proposed Sailing.	Steamer.	Tons.	Captain.	Proposed Sailing.
BRECONSHIRE	3,597	G. E. Elliot	July 25	MONSHIRE	2,872	J. Kennedy	Aug. 4
VICTORIA	3,502	J. Penon	Aug. 7	BRAEMAR	3,601	W. Watt	Aug. 25
QUEEN ADELAIDE	2,832	F. McNeil	Aug. 20	APOLL	2,907	W. S. Thomson	Sept. 29
DUKE OF FIFE	3,821	J. S. Cox	Sept. 5	MONSHIRE	2,872	J. Kennedy	Oct. 29

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES OF THE UNITED STATES and to EUROPE.
 HONGKONG TO LONDON, 247.
 Excellent accommodation. First class Table. DOCTOR and STEWARDESS carried.
 Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINERS.
 HONGKONG TO NEW YORK, 241.
 The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma; Dining Car is attached to trans-continental trains day and night; Tacoma to New York in 4 days. Magnificent Scenery of the Rocky and Cascade Mountains. The YELLOWSTONE NATIONAL PARK route.
 HONGKONG TO VICTORIA, TACOMA, OR PORTLAND, 228.
 The best route to the Klamath Gold Fields. Frequent Sailings from VICTORIA, TACOMA and PORTLAND to DYLA and St. MICHAEL.
 HONGKONG TO YELLOWSTONE PARK AND BACK, 265 10s. 0d.
 * This route covers the ocean voyage to Tacoma or Portland and back, Railway from Tacoma or Portland to Cinnabar and return, Sleeping and Dining Car accommodation, Tacoma or Portland to Livingston and return, and Stage Coach transportation, Cinnabar to Mar-moth Hot Springs, Norris, Fountain and Upper Geyser Basins, Yellowstone Lake, Grand Canon and Falls of the Yellowstone, and return, and five and one half days board at the Park Association Hotels.
 These tickets will be sold for passage by any N. P. Steamer leaving Hongkong between 1st May and 31st August, and will be good for re-embarkation on N. P. Steamer within four months, thus affording ample time for hunting and fishing trips in addition to the tour of the Park.
 The round trip can be made within three months.
 Rates of Passage to other Ports on application.
 A Special rate allowed to members of Government Service.
 For further information as to Passage or Freight, apply to DODWELL & CO. LIMITED, General Agents.
 Hongkong, 24th May, 1900. [10]

VESSELS ON THE BERTH

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERICA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.
 PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;
 LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.
 N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	THURSDAY	SAILING DATES.
STUTTGART	THURSDAY	28th July
KONIG ALBERT	THURSDAY	9th August
WEIMAR	THURSDAY	23rd August
PRINZ HEINRICH	THURSDAY	6th September
PREUSSEN	THURSDAY	20th September
HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY	3rd October
SACHSEN	WEDNESDAY	17th October
OLDENBURG	WEDNESDAY	31st October
BAYERN	WEDNESDAY	14th November
STUTTGART	WEDNESDAY	28th November
KONIG ALBERT	WEDNESDAY	12th December
PRINZ HEINRICH	WEDNESDAY	26th December

ON THURSDAY, the 26th day of July, 1900, at Noon, the Steamship "STUTTGART" of the NORDDEUTSCHER LLOYD, Captain Giesch, with MAELS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA. Shipping Orders will be granted till Noon on TUESDAY, the 24th July. Cargo and Specie will be received on Board until 5 P.M. on WEDNESDAY, the 25th July, and Parcels will be received at the Agency's Office until Noon, on WEDNESDAY, the 25th July.
 Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.
 The Steamer has splendid accommodation and carries a Doctor and Stewardess.
 Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,

Hongkong, 14th July, 1900.

AGENTS.

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CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.
 CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
 Twin Screw Steamships—8,000 Tons—10,000 Horse-Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION)

"EMPEROR OF CHINA," Comdr. R. Archibald, R.N.R., WEDNESDAY, 8th Aug. 1900.
 "EMPEROR OF INDIA," Comdr. O. P. Marshall, R.N.R., WEDNESDAY, 29th Aug. 1900.
 "EMPEROR OF JAPAN," Comdr. G. A. Lee, R.N.R., WEDNESDAY, 28th Sept. 1900.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL IMPERIAL LIMITED TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE in 100 HOURS. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 8, 10, and 12 months.

SPECIAL RATES (First class only), granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder Street.

Hongkong, 19th July, 1900.

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HAMBURG-AMERIKA LINIE NORDDEUTSCHER LLOYD

(FREIGHT SERVICE).

(FREIGHT SERVICE).

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
NURNBERG	HAVRE & HAMBURG (London with transshipment in Hamburg)	About 23th Aug. Freight.
* SIBIRIA	HAVRE & HAMBURG (London with transshipment in Hamburg)	About 4th Sept. Freight and Passage.
MARBURG	HAVRE & HAMBURG (London with transshipment in Hamburg)	About 15th Sept. Freight.
SAXONIA	HAVRE & HAMBURG (London with transshipment in Hamburg)	About 30th Sept. Freight.

* These steamers have superior accommodation for Passengers and carry a Doctor and Stewardess.

For further particulars as to Freight, Passage, &c., apply to

VESSELS ON THE BERTH

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS-POSTE FRANCAIS.

NOTICE

STEAM FOR SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, MADRAS, CALCUTTA, DUEBOUT, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 30th July, 1900, at 1 P.M., the Company's Steamship "TONKIN," Captain Dupuy Fromy, with Mail, Passengers, Specie and Cargo, will leave this port for MARSEILLES via Ports of call, WITHOUT TRANSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 P.M., Specie and Passes until 3 P.M. on the 29th July. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 17th July, 1900.

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, July 31, at Noon.

CITY OF RIO DE JANEIRO (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Aug. 25, at Noon.

CITY OF PEKING (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Sept. 18, at Noon.

THE Company's Steamship "CHINA" will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU, on TUESDAY, the 31st July, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

C. L. GORHAM, Acting Agent.

Hongkong, 6th July, 1900.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERMAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship

"COROMANDEL," carrying Her Majesty's Mails, will be despatched from this port for Bombay on SATURDAY, the 4th August, 1900, at Noon, taking passengers and cargo for the above ports.

Silk and Valuables, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to

A. M. MARSHALL, Acting Superintendent.

Hongkong, 23rd July, 1900.

VESSELS ON THE BERTH

UNITED STATES AND CHINA JAPAN STEAMSHIP LINE.
(ROR. M. SLOMAN & CO., HAMBURG.)FOR NEW YORK VIA SUEZ CANAL.
THE full-powered Steamship

"ALBENGA,"
Capt. Petersen, will be despatched for the above port on or about 4th August.

For Freight, apply to
CARLOWITZ & CO.,
Agents.

Hongkong, 12th July, 1900. [1617]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHAFSON, TOPPER AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.

THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &c.

S.S. "CARLISLE CITY" About 6th Aug.
S.S. "STRAIGHT" About 15th Sept.

THE Steamship "CARLISLE CITY" will be despatched for SHANGHAI, MOJI, KOBE, YOKOHAMA, SAN DIEGO and SAN FRANCISCO, on MONDAY, the 3rd August.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 10th July, 1900. [14]

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

DORIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Aug. 7, at Noon.

CORINTH (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Sept. 1, at Noon.

GABRIO (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURSDAY, Sept. 27, at Noon.

THE Company's Steamship "DORIC" will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU, on TUESDAY, the 7th August, 1900, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at Yokohama for China or Japan (or vice versa) within one year, will be allowed discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All Parcel Packages should be marked to address in full; and same will be received at the Company's Office until Five P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

C. L. GORHAM,
Acting Agent.

Hongkong, 14th July, 1900. [4]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at Fozzies, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELPHI, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"EASTERN,"
Capt. Ellis, will be despatched for the above ports on THURSDAY, the 9th August, at 5 P.M.

This well-known Steamer is specially fitted for passengers, and has a Refrigerating Chamber, which enables the supply of Fresh Provisions, Ice &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stevedore and a duly qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and vice versa.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 5th July, 1900. [1012]

VESSELS ON THE BERTH

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.
THE Company's Steamship

"CALCHAS,"
Captain Bartlett, will be despatched as above on TUESDAY, the 7th August.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 30th June, 1900. [1863]

OCEAN STEAMSHIP COMPANY.

FOR LIVERPOOL DIRECT. (Taking Cargo at London rates.)

THE Company's Steamship

"SARFEDON,"
Captain Grier, will be despatched as above on FRIDAY, the 10th August.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 14th July, 1900. [1863]

CANADIAN PACIFIC RAILWAY COMPANY.

FOR PACIFIC COAST, CANADA AND THE UNITED STATES.

THE C. P. R. Company's Steamship

"TARTAR," Commander H. Pybus, R.N.R., 4,425 Tons Gross Register, will be despatched on or about Wednesday, 15th AUGUST, 1900.

For VICTORIA and VANCOUVER, B.C., via MOJI, KOBE and YOKOHAMA (and via Coast Ports and Shanghai if sufficient inducement offers).

The Vessel has excellent accommodation for Saloon Passengers.

Through Passage Tickets issued to all points. Through Bills of Lading issued to Pacific Coast, Canada and the United States.

For information as to rates of Freight and Passage, &c., apply to

D. B. BROWN,
General Agent.

Hongkong, 21st July, 1900. [1911]

TOYO KISEN KAISHA.

TO SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURSDAY, Aug. 16, 1900, at Noon.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Sept. 11, 1900, at Noon.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Oct. 6, 1900, at Noon.

THE Steamship "NIPPON MARU" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU, on THURSDAY, the 16th August, 1900, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at Yokohama for China or Japan (or vice versa) within one year, will be allowed discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All Parcel Packages should be marked to address in full; and same will be received at the Company's Office until Five P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

C. L. GORHAM,
Acting Agent.

Hongkong, 23rd June, 1900. [18]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.
THE Company's Steamship

"RHIPBUS,"
will be despatched as above on TUESDAY, the 21st August.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 14th July, 1900. [1853]

UNITED STATES AND CHINA JAPAN STEAMSHIP LINE.

FOR NEW YORK VIA SUEZ CANAL.
THE Steamship

"INDRAVELLI,"
Captain W. E. Craven, will be despatched as above on or about the 24th August.

For Freight, apply to
JARDINE, MATHESON & CO.,
Agents.

Hongkong, 20th July, 1900. [1925]

VESSELS ON THE BERTH

NORDDEUTSCHER LLOYD.

REGULAR SERVICE FOR GERMAN COLONIAL AND AUSTRALIAN PORTS.

Calling at SAIPAN, PONAPE, FRIEDRICH-WILHELMSHAFEN, FINSCHAFEN, HERBERTS-HOHE, TOWNVILLE, ROCKHAMPTON, BRISBANE and SYDNEY.

On WEDNESDAY, the 5th September, 1900, at Noon, THE Steamship

"MÜNCHEN,"
(4,534 Reg. Tonnage),
Captain Krebs, with Mails, Passengers, Specie and Cargo, will leave this Port as above.

The steamer has splendid accommodation and carries a Doctor and Stewardesses.

Linen can be washed on board.

For further Particulars, apply to
MELCHERS & CO.,
Agents.

Hongkong, 19th July, 1900. [2018]

NOTICES TO CONSIGNEES.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"COROMANDEL,"
FROM BOMBAY, COLOMBO, AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—
From London, &c., ex s.s. India, Parramatta and Arabia.
From Australia, ex s.s. Oceania.
From Madras, ex s.s. Zanzibar.
From Persia Gulf, ex s.s. Mahomudi, H. Baluch, Assyria and Kilma.
From Zanzibar, &c., ex s.s. Nizam.

Optional goods will be landed here unless instructions are given to the contrary before Noon, To-day.

Goods not cleared by the 25th instant at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godown from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

A. M. MARSHALL,
Acting Superintendent.

Hongkong, 19th July, 1900. [1]

FROM HAMBURG, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"EVA,"
Captain Petersen, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before 3 P.M. To-day.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 23rd instant will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 23rd inst., at 3 P.M.

No Fire Insurance has been effected.

SIEMSEN & GO.,
Agents.

Hongkong, 17th July, 1900. [2 3]

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"ORESTES" is hereby notified that the Cargo is being discharged into Craft and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Company; in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 18th instant.

Optional cargo will be landed unless notice has been given prior to steamer's arrival.

Goods undelivered after the 25th instant will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 25th instant.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 18th July, 1900. [2013]

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"RHIPBUS" are hereby notified that the Cargo is being discharged into Craft and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co.; in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 18th instant.

Optional cargo will be landed unless notice has been given prior to steamer's arrival.

Goods undelivered after the 25th instant will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 25th instant.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 18th July, 1900. [2012]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"KUMSANG,"
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after Noon, the 25th inst., will be subject to Consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be counterchecked by JARDINE, MATHESON & CO., General Managers.

Hongkong, 18th July, 1900. [2012]

TO LET.

TO LET.

"HARFORD"—MAGAZINE GAP.
13, PRAYA CENTRAL, Rooms on 2nd Floor.

A HOUSE in RIPON TERRACE.
A GODOWN in DUNDRELL STREET.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 19th June, 1900. [61]

"THE EYRIE,"
Apply to—

A T the PEAK, close to summit, delightfully cool and healthy.
TO BE LET

